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[a27-2]

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Hongkong 16th June 1911 527

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[a25]

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[a760]

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Dr. Mantou, Morice Gerard.

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The Relentless Gods, Ethel Duff-Fyfe.

In the Queen's Service, Dick Donovan.

A Complex Love Affair, James Blyth.

Her Father's Soul, Lucas Cleave.

Thora's Conversion, James Blyth.

The Member for Easterby, James Bl. th.

A Complex Love Affair, James Blyth.

Traitor and True, Blouddelle-Burton.

Delilah of the Snows, Harold Bindloss.

Dr. Dale's Dilemma, Appleton.

A Woman in Armour, Christie Murray.

The Sweets of Office, Violet Tweedale.

A New Cinderella, Fred Whishaw.

The Secret Syndicate, Fred Whishaw.

The Revolt of Beatrice, Fred Whishaw.

The Case of Sir Geoffrey, Florence Warden.

Plumage, Coralie Stanton and Heath Hosken.

In His Grip, Christie Murray.

The Fountain of Beauty, Meade.

A Girl of To-day, Meade.

The Heart of Helen, Meade.

A Border Scourge, Milford.

The Alluring Flame, Muddock.

A Soul's Awakening, Teignmouth Shore.

Hypocrites and Sinners, Violet Tweedale.

Andrew Goodfellow, Helen Watson.

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Fenwick's Career, Mrs. Humphrey Ward.

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[a24]

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[30]

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Hongkong, 13th May, 1912. [50]

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Manager.

Hongkong, 4th January, 1912. [157]

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TELEPHONE No. 197.

TELEGRAPHIC ADDRESS—"COMFORT,"

Hongkong.

Hongkong, 1st September, 1910. [a39]

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Well Furnished Rooms, every home comfort  
Fine View of the Harbour.

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Hongkong, 4th December, 1907. [a37]

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Both Hotels electrically lighted, and under

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Three First Class Billiard Tables.

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Manager.

Kowloon, 30th May, 1912. [a536]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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HONGKONG OFFICE: 10A, DES VOGES ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 6TH, 1912.

NOTWITHSTANDING the many attempts which have been made in Great Britain in recent years to regulate the relations between employer and employed with the special object in view of avoiding the disorganisation of the country's trade and industry by labour strikes, the end, as the telegrams recently have made us painfully aware, is yet far from being achieved. The financial loss to the country, owing to the recent strike of coal miners and the consequent check suffered in other industries and trades, has been variously estimated at from £20,000,000 to £30,000,000. This strike conveyed, no doubt, a lasting lesson to thousands of men who had light-heartedly thrown down their tools, and though it may be that the lot of many has been somewhat improved in consequence of the measures the strike obliged the Government to initiate, yet the advantage gained cannot have been at all commensurate with the great burden of loss the miners suffered by the strike; for not only was the financial position of their trade unions seriously weakened, but thousands of men exhausted their small private savings and were reduced to a state of destitution. Moreover, it has been stated in the trade papers that any wage benefit derived from the recent industrial struggles has not been to the advantage of the whole body of the workers, for employers in various trades have been obliged to reduce the number of their hands, and on the railways and in the mines economies have been effected and fewer men are now needed. In other words, the result is that the employers have been able to circumvent an increase in the

wages bill. But the lessons of the great strike have not served to give the country relief from strikes for long. The business of the port of London has been seriously interrupted for a fortnight now by a strike among the dock labourers, who are defying the agreement made on their behalf scarcely nine months ago. They came out on strike by way of protesting against the employment of a non-unionist watchman, and though they have not succeeded in paralysing trade so completely as they anticipated, yet they have interrupted it to such an extent as to again emphasise the necessity for legislation which will deal more effectively with developments such as these. Great Britain has gone one step in emulation of the example set by New Zealand and the States of Australia, by establishing Wages Boards for the voluntary settlement of disputes, and the time has arrived when the Government must consider whether it is not desirable to draw more largely on the experience of the younger democracies in this matter. Beyond such voluntary methods of settling disputes as Wages Boards, there are in New Zealand and Australia Industrial Courts of Appeal presided over by a judge of the highest Court, and consisting of assessors chosen by the two sides in the dispute. The penal clauses of this legislation have been made stringent. Not only are heavy fines imposed for disobeying an award, but in some cases imprisonment without option of a fine may be inflicted on one who instigates a strike. The funds of unions may bear the fines, and, should they not suffice, a levy *pro rata* may be made on members of the union. It is obvious that the trade unions of Australasia are in a far more responsible position than those of Great Britain, which, since the passing of the Trade Disputes Act, are placed outside the law and cannot have their funds attached or be made responsible for the conduct of their officials. Moreover, a far stricter watch is kept by the Government on Antipodean trade unions, which must submit accounts for official inspection and if a ballot of members is desired, evidence of *bona fides* may be demanded. Notwithstanding all this, says the authority to whom we are indebted for these particulars, it cannot be contended that compulsory arbitration is an unqualified success, for serious strikes still take place. "The truth is that experience has proved that the penal clauses in strike legislation cannot be successfully enforced on a large body of men acting in union. If they choose to defy the law and refuse to pay a fine it is a practical impossibility to imprison them." But their leaders and instigators could be fined and imprisoned, as is now done in Australia. It has been assumed by many who have discussed this solution of labour unrest in Great Britain that the workers themselves are bitterly opposed to compulsory arbitration, but we have only the word of a few well-paid agitators for this, and we imagine the general body of the workers are themselves so heartily sick of these recurring strikes that the Government would be well supported in any effort it made to set up Industrial Courts of Appeal for the settlement of industrial disputes. In any case, it must be admitted that "it is a distinct advantage to the country as a whole to have legally established Courts in which these labour troubles can be decided, instead of all the complicated machinery of conferences, Home Office intervention, and secret negotiation, as exhibited to an astonished nation in the recent troubles in Great Britain."

The next Gymkhana at the Happy Valley has been fixed for Saturday, July 6th.

During the year 1911 there was an excess of 9,527 Chinese immigrants over emigrants in the State of Penak.

The seven days' sale of Japanese colour prints and illustrated books, the property of Sir Frank Swettenham, realised £2,510.

During the course of the hearing of a larceny case at the Magistracy yesterday afternoon a Chinese doctor said he prescribed for one of his patients by means of mystic writing.

The Chinese cruiser *Hai Chi* arrived at Singapore last week from Colombo under Rear-Admiral P. K. Ching. She dropped anchor in the roads and exchanged salutes with Fort Canning.

As a sequel to the heavy rainfall of the last few days, it is announced in our advertisement columns that a constant supply of water will be turned on in the rider main districts from to-day.

Mr. A. R. Whibley, leading man of stores at the R.W. Victualling Yard, Devonport, has been appointed to the Victualling Department at Hongkong; and Mr. A. Blower, leading man of stores at Hongkong, has been appointed to the R.W. Yard, Devonport.

At the Magistracy yesterday the hearing of a charge of indecent assault by a Chinese upon a European girl of five years of age was adjourned owing to the absence of one of the principal witnesses.

Sir Henry May was to leave Fiji at the beginning of this month for Sydney on his way to Hongkong. He will probably be coming on the E. & A. steamer *St. Albans*, which is due to reach Hongkong on the 28th inst.

To commemorate the Royal visit the Hon. Sir Sassoon David has placed at the disposal of the Government of Bombay a donation of Rs. 8,000,000 for the establishment of vernacular agricultural schools and the improvement of agricultural methods in the presidency.

A concert at the Theatre Royal by the famous Russian operatic baritone, Eugene Ossipoff, from the Grand Opera at Moscow, is announced for Wednesday next. Mr. Denman Fuller and Mr. R. Timmerscheidt are assisting at the concert the booking for which is now open at Monticchi's.

The Chinese Minister's daughter baptised the new Chinese cruiser, *Fukung*, as the vessel was launched on 4th ult. from the yard of the New York Shipbuilding Company at Camden. The cruiser, which will be used as a training ship, is 320 ft. long, and of 2,600 tons displacement. It was originally ordered by the Imperial Government.

From the detailed programme of papers and discussions at the Congress of the Universities of the Empire to be held in London in July we note that on July 3rd one of the papers will be "The problem of Universities in the East in regard to their influence on character and moral ideals," by Sir Frederick Lugard, Chancellor of Hongkong University.

Sir Samuel Evans and Trinity Masters in the Admiralty Court on 3rd ult. awarded £2,000 to two steam tugs and £100 to a Trinity House pilot in respect of salvage services performed to the *Pisagua* a few hours after the collision with the P. and O. steamer *Delhi*, near Folkestone. The value of the *Pisagua* and her cargo of nitrate, it was stated, was £48,955.

An official report on the Assam frontier tribes admits that Mr. Williamson was on a political mission to enquire into the extent of Tibetan influence when murdered in the Abor country. It adds that Mr. Williamson previously visited the Mishmi country, where he found that the Chinese had annexed all the Tibetan villages and had planted flags at Menikrai to signify that it was a Chinese town.

The address delivered at the Colonial Institute last February, by the Ven. E. Judd Barnett, M.A., Archdeacon of Hongkong, on "Hongkong's Part in China's Reform" is reproduced in the May issue of the *United Empire*, the Journal of the Royal Colonial Institute. In replying to the short discussion which followed the reading of the paper, Archdeacon Barnett said: "We have to regard the Chinese not as a warlike, but as a literary race, who want to develop along those lines. They are a commercial people also, who, although they will ask you unblushingly three times the price they expect to get, yet, at the same time, if they give you their word that they will supply goods up to a certain standard or pattern you may rely on the goods being up to that level. Indeed I have known an ordinary small trader walk back a mile in the dark to refund me a dollar I had overpaid him inadvertently, and I have never known that done in our own country."

## LEGISLATIVE COUNCIL

Following are the "Orders of the Day" for to-day's meeting of the Legislative Council:

First reading of a Bill entitled, "An Ordinance to regulate the ascents, descents and flights of balloons, airships, aeroplanes and parachutes."

Committee on the Bill entitled, "An Ordinance to make provision for the reconstitution of the Full Court."

The second reading of the Bill entitled, "An Ordinance to amend and consolidate the Law relating to Chinese Passenger Ships" as defined by the Chinese Passengers Act, 1855, and concerning Asiatic Emigrants generally, will not be proceeded with at this meeting.

The second reading of the Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902," will not be proceeded with at this meeting.

## LOCAL SPORT.

## INTERPORT CRICKET.

In reply to an invitation extended to the Shanghai and Straits Cricket Clubs, Mr. P. M. Hodgson, Hon. Secretary, has received letters from the Secretaries of both clubs accepting. There will therefore be a triangular contest about November both in cricket and tennis.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE RESULT OF THE DERBY.

London, June 5th.

The Derby was run at Epsom this afternoon with the following result:—

Mr. W. Raphael's Tagalie ..... 1  
Mr. L. Neumann's Jaeger ..... 2  
Mr. A. Belmont's Tracery ..... 3

An earlier telegram gave the following as probable starters:—

Aleppo, Clark; Absolute, Earl; Chill October, A. Templeman; Catmint, William Griggs; Cyba, F. Templeman; Farman, Rickaby; Hall, Cross, Saxby; Jaeger, Walter Griggs; Javelin, Higgs; Jangling Geordie, F. Wootton; Koscusko, Winter; Lorenzo, O'Neill; Mordred, Wheatley; Orchestrion, Henry; Pintadeau, H. Jones; Royal Mail, Hewitt; Sweeper, H. Maher; Quantock, Watts; Tagalie, J. Reiff; Tracery, Bellhouse; White Star, Stern; Wisemann, Trigg; Haddon, Broadwood; Bryn Mawr, Scourse.

## THE BETTING.

The latest Derby betting is: 5 to 2 against Sweeper 11, 7 to 1 against White Star, 100 to 12 against Tagalie, 10 to 1 against Jaeger, 100 to 9 against Mordred, 100 to 7 against Jangling Geordie, 20 to 1 against Javelin, and 25 to 1 against Lorenzo.

His Majesty received a hearty welcome on his arrival at Epsom on Tuesday afternoon. The weather was uncertain, sunshine and showers alternating.

Wednesday's race is the topic everywhere, owing to the openness of the contest and the intense popular interest in the King's horse Pintadeau.

The weather is fine after the overnight rain, and the going is good. There is an enormous attendance.

## THE HUNGARIAN ARMY BILL.

EXTRAORDINARY TUMULT IN THE CHAMBER.

London, June 5th.

Reuter's correspondent at Buda Pest telegraphs that owing to the strenuous persistence of the President, Count Tisza, the Lower House adopted the Army Bill amidst tremendous tumult.

## LATER.

Count Tisza put the vote on the second and third reading of the Army Bill in rapid succession and declared it carried. The uproar was such that most of the members were not aware that the Bill had been read a third time. The sitting was then suspended. On the resumption the Opposition assailed Count Tisza with all manner of insults. Thrice he gave up the contest and again suspended the sitting. Then sixty police entered the Chamber and removed 21 deputies, including the leader of the Opposition, M. Jasthi. The latter's son resisted violently, but the rest went out quietly. Afterwards an attempt was made to proceed with the business again, but the Ministers were yelled down, the House being in a state of regular pandemonium.

## ITALO-TURKISH WAR.

London, June 5th.

In the House of Commons Sir Edward Grey said there had been an informal discussion with regard to an endeavour to end the Turco-Italian war, but there was no definite result up to the present.

## THE GOLF CHAMPIONSHIP.

London, June 5th.

In the third round of the Amateur Golf Championship, Mr. Elwes of the Royal Devon Club, beat Mr. Crabbe Watt of Singapore, by three up and two to play. Mr. D. Brown, Isle of Wight, who plays usually for the Straits Settlements, beat the American player Herreshoff in the second round by two up and one to play.

[THROUGH REUTER'S AGENCY.]

## THE LONDON STRIKE.

London, June 5th.

The strike leaders had a conference with the Government at the Home Office, and afterwards the Government had a meeting with the masters.

The Port of London Authority is besieged by men willing to work, but the stevedores remain firm, consequently the work is confined to unloading and handling goods on the quays.

Separate conferences between dock strikers and employers with Ministers continue, but apparently little progress is being made.

The National Federation of Transport Workers to-night declare that the men will not resume unless a joint conciliation board as approved by them is established.

## LATER.

The employers, including the Port of London Authority, yesterday resolved to inform the Government that its suggestion of a federation of the employers was impracticable and that no suggestion by the Government with a view to a settlement could be entertained until work was resumed.

## DISORDER AT TILBURY.

Some disorder took place at Tilbury in consequence of the employment of imported free labourers. The police, however, dispersed the crowd. The strikers at the dockyard gates stoned the police and injured two of them. The strikers also held up the food supplies for the dockyard, and overturned a van load of eggs, rolling the driver in them.

## THE LONDON TAILORS' STRIKE.

London, June 5th.

The West End tailors, who went on strike on the 3rd May for improved conditions and increased pay, have decided to resume work without having obtained their demands.

## RIOTING IN BELGIUM.

CHURCHES AND CONVENTS ATTACKED.

London, June 5th.

Reuter's correspondent at Brussels telegraphs that serious rioting and strikes have occurred in different towns in Belgium, owing to the Socialists resenting the Clerical triumph in the elections.

The rioters at Liege used the tramcars as barricades and stoned the police, who repeatedly charged with drawn swords. Ultimately the rioters and police engaged in a furious combat with revolvers, and a socialist café was riddled, the casualties being four killed and 20 injured. The troops held the principal streets.

Serious rioting and window breaking took place in other towns. Mounted gendarmes charged the rioters at Mons, wounding several.

Catholic convents, etc. are especially attacked. The strike is spreading to the iron and glass works and collieries in the Charleroi district.

## LATER.

Rioting was renewed at Liege and Brussels last night. Besides smashing windows, the mob set fire to two churches in Brussels. Gendarmes charged the mob and dispersed them. They also succeeded in extinguishing the flames.

## THE DUCHESS OF CONNAUGHT.

London, June 5th.

Reuter's correspondent at Quebec wires that a bulletin states that the Duchess of Connaught is suffering from a mild attack of catarrhal appendicitis. Her Royal Highness is being removed to the hospital at Montreal for observation.

## THE BRITISH MINISTERS IN THE MEDITERRANEAN.

London, June 5th.

Mr. Asquith and Mr. Churchill have left Bizerta and have gone to Marseilles on board H.M.S. *Suffolk*.

## PORTUGUESE CABINET RESIGNS.

London, June 5th.

A Lisbon telegram states that the Cabinet has resigned.

[THROUGH REUTER'S AGENCY.]

## THE CONSTANTINOPLE FIRE.

London, June 5th.

Constantinople messages state that over 1,000 houses, four mosques and ten schools were burned. Fifteen thousand people are homeless. Several perished in the flames. The fire originated in a house in course of construction.

A fire occurred later at Pera, where 20 houses were destroyed. A high wind and scarcity of water assisted the conflagrations.

## M.P. RESIGNS.

London, June 5th.

Mr. H. J. Wilson, Liberal M.P. for Holmfirth, has resigned.

This necessitates a bye-election. [The Liberal majority over the Unionist at the last contested election was 3,296.]

## A SOCIALIST APPEAL.

London, June 5th.

A Sydney telegram states that the Full Court upheld the appeal of the Broken Hill socialist who was fined on the 13th of last month for refusing to allow his son to take part in the drills under the compulsory military training clause of the Defence Act. The Court found a flaw in the indictment.

## HOME CRICKET.

London, June 5th.

The Yorkshire, Lancashire, Derbyshire and Middlesex matches have all been abandoned.

## ALLEGED IMPORTING OF ARMS INTO THE COLONY.

EUROPEAN PURSER CHARGED.

At the Magistracy an interesting case was heard before Mr. Melhorne yesterday, when George White, chief steward of the British steamer *Persia*, was prosecuted at the instance of L.S. Wills with being in possession of 60 revolvers and 2,400 rounds of ammunition and with importing the same. Mr. F. B. L. Bowley, of Messrs. Denny & Bowley, appeared for the defendant.

L.S. Wills stated that at noon on Tuesday he boarded the s.s. *Persia* and made a search. In the chief steward's cabin he found 60 revolvers and 2,400 rounds of ammunition under clothing in his locker. The chief steward was present. He seemed to receive a shock and said they were not his. He said his boy must have put them there.

Cross-examined by Mr. Bowley—Was the gangway down when you boarded the ship?—Yes. The tugs were alongside. Did you go in a launch or sampan?—In the police launch.

Do you know when the *Persia* arrived?—Last Sunday.

Where did she come from?—Her last port of call was Manila.

Did you go into the saloon when you boarded her?—Yes.

I understand the waiters and cabin boys are Chinese?—Yes. The purser is a European.

Who did you speak to?—I searched the storekeeper's cabin.

Did you search the stewardess' cabin?—Yes.

Did you search any other cabin?—Every cabin amidship.

Have you seen these guns before?—Yes.

Are they the sort of gun that would be popular with the Chinese?—Yes, they want them badly.

The sort of thing they would pay a big price for?—Yes.

George White then gave evidence on his own behalf. He said this was his first trip on the *Persia*. He was formerly second steward on the *Korea*. What the sergeant said about finding the arms in his locker was correct. He opened it himself. Before it was opened he had no idea there were any arms or ammunition there. Most of the bedroom boys had keys which would open any lock on the ship. On the previous day he left the locker empty with the boy in the room. He did not lock the cupboard.

It was after midnight when he returned to the ship. His boy washed out his room that morning and had not been seen since. He had never been charged with smuggling arms before.

His Worship discharged the defendant.

## THE "EMPRESS OF CHINA" SOLD.

The C.P.R. *Empress of China*, which ran on the rocks off Shirahama last September, and which is now at Urage, has been sold through Messrs. Jno. W. Hall, of Yokohama, to one of their Japanese clients.



## SUPREME COURT.

Wednesday, June 5th.

## IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. RIES JAYES).

## AN INSURANCE CLAIM.

This was a case before a special jury, in which the Wa Cheong Lung Kee firm claimed from the Prussian National Insurance Co. of Stettin, the sum of \$23,500, money due on three policies of insurance in respect of loss or damage to goods by a fire which occurred on April 12th, 1911.

The following jury was empanelled:—W. Dickson, C. S. Gubbay, H. W. Bird, F. W. Melchers, R. M. Dyer, G. Hogg and J. O. Hughes.

Mr. Eldon Potter, instructed by Mr. Davidson, of Messrs. Hastings and Hastings, appeared for the plaintiffs, and Mr. Pollock, K.C., with him the Attorney-General, the Hon. Mr. C. G. Alabaster, instructed by Mr. Shenton, of Deacon, Looker & Deacon, for the defendants.

Mr. Potter, before setting out the facts of the case, made an application for leave to make two amendments in his reply. The amendments affected only a legal point, and did not concern the facts of the case. After lengthy argument, however, his Lordship refused to allow the amendments.

Mr. Potter, in outlining his case, said it was a claim for \$23,500 payable to the plaintiffs by the defendants under three policies of fire insurance. The plaintiffs in the case were merchants who, up to April 12th last, carried on business at No. 43, Wing Lok Street. Defendants were the Prussian National Insurance Co., whose head office was at Stettin, and who also carried on an insurance business here. Proceeding, Mr. Potter said:—Before going into the facts of the case I must explain to you the pleadings. I do not intend to read the pleadings to you throughout, because I find that when one reads to a jury pleadings which are based on a mass of legal phraseology, the juryman are just as wise as before. Plaintiffs' claim is quite simple, namely, that three policies of insurance were issued by the defendants to the plaintiffs, and that fact is admitted, and that on a certain date, namely April 12th, 1911, a fire broke out and burnt down the shop and the goods therein. That is also admitted. We say that because our goods were burnt, we are entitled to our money. The defence is, first of all, that we did not have as large an amount of stock on our premises as we say we did. As it is put in the pleadings, the defendants deny that there was stock on the premises of the value of anything like the amount of the insurance. That is one defence. The second is that we were guilty of fraud, because we claimed so much more than we are entitled to. The third defence is that we burnt our own shop. They have another defence, which, however, is a purely technical defence, and is a matter of law. I will tell you at once how much I have to prove. I have to prove how much property I had on my premises. The defendants have to prove everything else. They have to prove all their suggestions, and will have to satisfy you, gentlemen, beyond all possible doubt, that this shop was burnt down by the plaintiffs themselves. They will have to satisfy you on that point as clearly as if the plaintiffs were standing in the dock charged with arson. I must now go into the history of the firm. The plaintiffs took over the business of the Wa Cheong firm in January, 1911. The new firm actually commenced business on February 25th, 1911. They did business in piece goods, such as silk, cotton, etc., and also dealt a little in medicines and perfumes. When the plaintiffs took over the business of the old firm, they also took over a certain amount of the stock, to the value of \$7,750. To cover that stock, on January 17th, it was insured for the sum of \$6,000 with the defendant firm, but before the defendants issued the policy the manager of the defendant firm and a Chinaman came down to our premises, inspected them, and satisfied themselves that the stock was there and that they could safely issue the policy. I dragged that admission out of the defendants by a legal process. By the end of February we had bought new goods to the value of \$15,271, and in order to cover that stock, on February 28th we had another policy for \$15,000 issued to us by the defendants, and before that policy was issued the manager and his Chinese assistant again came to our premises, and again satisfied themselves that there was \$15,000 worth of property in the establishment, and that the company was justified in taking a risk. So that on March 1st we, admittedly, had on our premises stock to the value of \$23,000 odd.

Mr. Potter—On March 21st, a further policy was issued to cover the personal effects of the staff. From March 1st up to the date on which the fire broke out, we purchased new stock to the value of

\$23,423, and on April 12th we had stock on the premises valued at \$23,404. But from the amount of stock purchased up to the time of the fire we must deduct sales, which amounted to \$7,271, which leaves the stock on hand at \$21,133. I will produce the books, which I do not think can be challenged. These books will prove the figures which I have given you. They will prove the purchases and sales. At any rate there is no allegation of fraud regarding the books. Before the case came on, we applied for leave to administer an interrogatory, asking whether the defendants did not make a survey of the stock before the policies were issued, and if so, by whom was the survey made. On that application the solicitors on both sides went before the Chief Justice in Chambers, and the application was strenuously opposed by the defendants, who desired to avoid answering these interrogatories.

His Lordship—Is it not rather unusual for you to comment on anything that took place in Chambers?

Mr. Potter—I do not wish to do anything unusual, but as this case unfolds itself I think you will see that my comments are justified.

Mr. Pollock—My friend has no right to say that we took up a position which we did not take up.

Mr. Potter—They have taken up so many positions that I am surprised that they do not take up the position that there was never a fire at all.

Mr. Potter, continuing, said the first question was, "Did you make a survey on or about January 17th?" The answer was that one of the insurance clerks of the firm stated that on or before January 17th he and the manager of the agency went to the premises of the plaintiff company, and made an inspection, with a view to taking a fire risk. A general survey was then made, but not a general inspection. The premises appeared to be well stocked, and the value of the goods proposed to be insured appeared to be sufficient for the amount of insurance asked for. No report was made, as the manager himself made the inspection. A similar question was then put in regard to the second interrogatory, and the answer was practically the same, and was to the effect that a survey was made in connection with a policy for \$15,000. On that occasion the shop appeared to be well stocked, and the value of the goods was sufficient for the amount of the policy asked for. The defendants agree that we had goods on our premises up to the value of \$21,000.

Mr. Potter—No; we do not. Mr. Potter—Well, the manager, probably imagined that he saw goods there of that value. The importance of these answers cannot be exaggerated, as they prove that this was no bogus concern, but a concern which was carrying on a genuine trade. It is difficult to imagine a bogus concern putting this amount of stock on its premises, merely to burn the premises down. I submit that the only conclusion you can come to is that at the beginning of March we had on our premises goods to the value of \$21,000. Now for the fire, which broke out at 2 p.m. on April 12th, 1911. The managing partner of this firm was not in the Colony at the time of the fire, as he had left on April 6th. It will, perhaps, be suggested that he was in the Colony, or that he told a foki to burn the shop down. He returned on April 15th, and saw the police two days later. Practically the whole of the back part of the premises had collapsed as a result of the fire, but the front part was more or less saved. The bulk of the silk was in the back of the shop, on the second floor. The reason the fire burnt so fiercely was that a good deal of the inflammable material was at the back of the shop. The foki on the premises tried to put the fire out, but failed and had to call for help. If the defendants persist in this charge, they will have to satisfy you, beyond all reasonable doubt, that we burnt down our own premises. As a result of the fire, an inquiry was held before a Magistrate, who did not see fit to make any order. Witnesses were called for both sides and both sides were represented. Witnesses for the plaintiffs were cross-examined at length, but though the defendants called their witnesses to try and prove to the Magistrate that we, in fact, burnt down our premises, the Magistrate did nothing. Had a case of arson been made out against any of the persons who were on the premises at the time of the fire the Magistrate would have said so. The defendants are now asking you to reverse that finding and to say that the managing director, or his foki, simply to get the insurance money payable to them by the defendants, had been guilty of arson.

His Lordship—What was the Magistrate's finding?

Mr. Potter—No order was made, my Lord. This was one of the abortive attempts to put the plaintiffs out in one act. I think it probable that the suggestion will be made that we had no silk goods in our shop at all, because no traces of silk were found after the fire. With regard to what was found after the fire,

you will bear in mind that the defendants had, by their own conduct, taken out of our hands what might have proved valuable evidence, because they sold the remnants which were found after the fire, sold them without our permission and without consulting us. It is difficult to imagine a more extraordinary proceeding. Another suggestion that might be made is that some person in the plaintiffs' firm has, for the purposes of this case, been making fraudulent chops. As a matter of fact, the shop of the person in question was searched, at the instance of the defendants, and a number of chops seized. The owner of the chops promptly took steps to get them back, and the action was vigorously opposed by the defendants. The result was that the Magistrate made an order for the return of the chops to the owner. The information which led to the seizure of the chops was sworn to by a man whose evidence was taken on behalf of the insurance company. He told defendants that he desired to go to the country, so that his evidence had to be taken before he went. He is the gentleman whose evidence will be read to you to help establish the suggestion of fraud. He is admittedly a hanger-on of the defendants and has stated that he is willing for \$1,000 to go into Court on behalf of the defendants. Can you believe the evidence of such a man as that? I trust the rest of the defendants' evidence is not of the same class.

After evidence had been given on behalf of the plaintiff, the case was adjourned until 10.30 a.m. to-day.

## A NEW HOLT STEAMER.

BUILT IN THE TAIKOO DOCKYARD.

The latest addition to Messrs. Alfred Holt & Co.'s fleet of steamers is the *Circe*, which has been built by the Taikoo Dockyard and Engineering Co. of Hongkong, Ltd., and is at present lying at Messrs. Holt's Wharf at Kowloon. The *Circe* is a finely modelled steel screw steamer 204 feet over all by 31' 6" beam and 21' 6" deep to awning deck. Built to Board of Trade requirements for a passenger steamer, the vessel has been specially designed to meet the requirements of the Singapore-Deli trade. The 'tween deck gives a large space for the carrying of deck passengers, being well ventilated with openings in the sides of the vessel, and is also arranged for the carriage of horses. On the awning deck the saloon is in a midship deckhouse, on each side of which are several state-rooms, all fitted up with the latest improvements and handsomely finished. The officers and engineers are accommodated aft in a steel deckhouse, the rooms being specially large and airy. The master's room is on the bridge deck, with chart room in front. The crew and petty officers are housed on the main deck.

The *Circe* is well equipped with life-saving gear, five large oak lifeboats and one outer being fitted under davits. Steam steering gear is fitted in the engine casing, and a powerful steam windlass and stockless anchors have also been provided. The vessel is fitted with electric light throughout. The machinery consists of one set of triple-expansion, surface-condensing engines, steam being supplied from a single-ended boiler having a working pressure of 185 lbs. per square inch. One Cochran type donkey boiler is also installed for auxiliary purposes. On trial the vessel showed herself capable of maintaining a mean speed of 11½ knots per hour.

After taking cargo on board the *Circe* will proceed to Singapore under the command of Captain Bannatyne. The vessel presents a very smart appearance, and is sure to prove a most serviceable craft for Eastern waters.

## INTERNATIONAL ARBITRATION.

RUSSIA AND JAPAN.

An Amsterdam correspondent says:—A new trial will shortly come before The Hague Tribunal. When the Russian Government determined to extend the boundary of Russian territorial waters in the Sea of Okhotsk last year Japan immediately lodged a protest. The question has now become so acute that three Japanese cruisers have been sent to the North. In the meantime the Japanese Government proposes to lay the question before the International Court of Arbitration at The Hague at an early date, as the cod fishery in the Sea of Okhotsk will soon begin.

## PHILIPPINES PROHIBIT IMPORTATION OF CHINA COAST CATTLE.

According to the *Manila Times* the Insular Government has decided not to allow cattle from the China coast to be admitted to the Philippines. Acting Governor General Newton, on being asked what measures were being taken to quell the epidemic of rinderpest now raging in Iloilo, replied, "Well, one thing we are going to do, and that is stop the importation of animals from the China coast. The Iloilo epidemic was caused by these animals and by nothing else, and so we will permit no more animals from there to enter the islands. The quarantine in Pangasinan and Bulacan is progressing very well and with good results. We are hoping that the epidemic will soon be quelled in Iloilo and are bending all our efforts in that direction."

## CHINESE STEAMER BURNED AT SHANGHAI.

Last week the Chinese Commercial Co.'s steamer *Tah An*, formerly the C.N. str. *Shan*, caught fire while lying alongside the Ning Shao S. S. Wharf, Nantao. The vessel, which trades among the islands, had arrived in the afternoon and all her passengers had gone ashore and most of her cargo had been discharged. There were only a few people on board at the time, 11.45 p.m., when flames suddenly burst out amidships and in a few moments the ship was wrapped in a sheet of fire from stem to stern, the flames leaping high in the air and lighting the sky with a lurid glare for miles around. When the fire was at last extinguished the vessel, which was half-full of water, was towed back to the wharf, where the operation of pumping her out was commenced. She will be examined later on to see if she can be repaired. The loss is believed to be fully covered by insurance in native companies.

## TEA TRADE OF CHINA.

PROSPECTS FOR THIS YEAR'S SUPPLIES.

The Board of Trade have received reports, through the Foreign Office, from H.M. Consular Officers at Shanghai, Hankow, Kiating, and Echow, with regard to the probable effect of the revolutionary disturbances upon the tea trade of China this season. These reports may be summarised as follows:—

It is at present too early to predict the amount of the new season's total crop; but so far as is known, the tea trees in the tea growing districts have not been damaged, and there is no reason to anticipate a shortage in the crop itself. It is feared, however, that there may be a serious shortage in the supplies available for export, owing to financial difficulties. The financing of the crop is usually arranged by foreign firms through native (Chinese) banks; but, owing to the almost complete disappearance of these banks, especially at Hankow and at Shanghai, it will probably be necessary for the foreign firms to finance the growers up country themselves.

There is, moreover, owing to the disturbances, a feeling of considerable uncertainty as to whether money sent to the growers will actually reach its destination; it is understood that certain firms have applied for military guards to escort the convoys carrying money to the tea-growing districts.

It is consequently anticipated that the supplies for export will be late in coming forward; and that there will be a shortage in the total supply available for export seriously estimated at from 20 to 35, 40, or even 50 per cent. High prices are expected to rule as the result of the shortage. It is expected that the so-called "first crop" teas will be particularly affected.

In this connection it may be mentioned that the "brick" tea trade in the Kiangsi district was seriously interfered with last year; there was a delay of nearly three months in starting work in the brick tea factories, and prices advanced considerably. Foreign merchants engaged in the brick tea trade (which is mainly carried on with Russia) anticipate a very short supply again this year.

## ADULATION OF WIRELESS OPERATORS.

IS IT BEING OVERDONE?

A correspondent in London writes to a Bombay paper as follows:—

The present adulation of wireless operators is becoming absolutely ridiculous. The exploit of Mr. "Jack" Binnis has much to answer for. The principal wireless operator on the *Titanic* stuck bravely to his post for the first hour, until the *Carpathia* answered him, and apparently for some time afterwards. He was a brave fellow, and went down with the ship. All honour to him. But some of the newspapers next day referred to him in leading articles as though he was the sole hero of the disaster. I have never read so much froth about wireless operators as has been printed this week, and yet I have not seen a single word anywhere about the engineers. Had they not kept the dynamos going the wireless installation would have been useless. Every engineer on board was lost, and not a word has been said about them. They must have stayed at their posts, for the best and most coherent account of the disaster, that given by Mr. Beesley, of London, says that the *Titanic* was ablaze with lights until the end.

Wireless operators are no doubt an estimable body of young men, and they are not to blame for what the papers say; but they are getting their heads turned, as those who go down to the sea in ships can tell you. The deck officers and engineers do not endeavour to perform what Americans might call "The little Hero's stunt," and while those of us who travel much fully appreciate the value of the work of wireless operators, we are old-fashioned enough to think that the safety of the ship still depends chiefly on the captain and the officers on the bridge, in conjunction with the engineers. Pursers are admirable and necessary officers, with more than their share of worries, but though I have known many pursers, I have never yet met one who set up to be a special brand of hero. The young man in the wireless room would do well to emulate the demourner of example. At present the demourner of some wireless operators resembles that adopted by the chauffeur in the early days of motoring.

## ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

St. Stephen's College ..... \$100  
Rev. J. L. Galloway ..... 25  
C. M. ..... 5  
A. Bryson ..... 5

## CHINA'S CUSTOMS IN 1911.

The Statistical Department of the Chinese Maritime Customs has issued "The Returns of Trade and Trade Reports for 1911." The amount collected for the year under review (as mentioned yesterday) is the highest on record. The revenue collected during the last ten years is as follows:—

	1902	Hk. Tls.	30,007,004
	1903	"	30,530,684
	1904	"	31,493,156
	1905	"	33,111,004
	1906	"	36,068,505
	1907	"	38,861,346
	1908	"	39,901,595
	1909	"	35,529,917
	1910	"	38,571,870
	1911	"	38,179,825

The amounts collected at each Treaty Port in 1911 with the corresponding figure for 1910:—

Port.	1910.	Hk. Tls.	1911.	Hk. Tls.
Aigun	62,911,483		58,152,627	
Sansing	92,070,196		10,171,918	

Harbin District:	1910.	Hk. Tls.	1911.	Hk. Tls.
Manchouli	171,480,243		109,107,136	
Harbin	282,229,900		251,807,578	
Suifu	418,369,223		505,160,501	
Hunchun	8,972,580		24,140,810	
Langchingshan	4,236,223		3,589,123	
Antung	185,567,005		239,327,781	
Tatungku	7,363,123		9,095,414	
Dairen	1,102,804,663		1,250,556,549	
Newchwang	935,241,050		1,050,728,674	
Chinwangtao	230,067,397		198,237,589	
Tientsin	3,233,916,269		3,421,543,869	
Chefoo	651,265,065		695,014,084	
Kiaochow	1,235,394,371		1,251,001,840	
Chungking	537,344,017		378,859,388	
Ichang	64,888,302		63,530,940	
Shashi	16,063,630		21,209,460	
Changsha	189,743,627		287,413,368	
Yuechow	29,080,831		60,901,155	
Hankow	3,216,938,513		2,738,730,704	
Kiukiang	692,367,143		686,639,181	
Wuhu	550,028,290		434,522,581	
Nanking	131,646,546		120,449,739	
Shanghai	922,635,871		778,693,312	
Shanghai	10,491,034,771		11,769,689,569	
Soochow	117,714,706		136,904,498	
Hangchow	395,972,151		553,984,672	
Ningpo	545,927,382		452,050,959	
Wenchow	69,074,490		54,466,477	
Santau	102,228,628		136,082,913	
Foochow	732,614,628		822,497,571	
Amoy	801,073,963		872,288,596	
Swatow	1,400,390,782		1,471,709,539	
Canton	2,966,137,103		2,787,040,266	
Kowloon: Rail- way Collection			1,012,392	
Kowloon	334,953,741		209,120,565	
Lappa	333,325,575		305,149,018	
Kongmoon	263,261,692		270,426,297	
Samsui	301,419,950		276,903,522	
Wuehow	620,834,472		525,240,792	
Nanning	95,776,255		84,511,653	
Kiangchow	187,594,127		148,879,171	
Pakhoi	97,340,317		99,118,775	
Lungchow	8,264,532		7,104,525	
Mongtsai	297,905,242		245,383,970	
Sennao	5,821,018		5,637,594	
Tengyueh	50,846,536		40,900,681	
Total Hk. Tls.	35,571,878,512		36,178,825,279	

By the above figures it will be seen that last year's revenue exceeded that of 1910 by Hk. Tls. 607,947, and that of 1906—the boom year—by Hk. Tls. 111,230. The amount of revenue to Shanghai's credit is Hk. Tls. 11,769,689. Although this amount is Hk. Tls. 1,505,928 more than last year, it is under that of 1905 and 1906.

During 1910, 219,810 vessels entered and cleared the Customs, amounting to 28,776,699 tons, whilst during the year under review only 193,398 vessels entered and cleared, amounting to 25,771,973 tons. Thus there was a decrease for 1911 of 3,004,716 tons. Of the total tonnage of clearances, the British had 6,028,402 tons, followed by Japanese with 2,805,126 tons, and China with 1,987,791. Germany comes next with 1,400,230 tons, France 590,027 tons, Russia 403,629 tons, America 294,059 tons, Norway 290,303 tons, Holland 131,126 tons, Austria 96,412 tons, Denmark 48,306 tons, Sweden 22,352 tons, and Portugal 3,048 tons. It will be seen that the carrying trade of Great Britain is considerably the largest.

## THE JAPANESE COTTON SPINNING COMPANIES.

According to a report which appears in our Trade Review, says the *Japan Chronicle*, the cotton-spinning companies have done very well during the present half-year and are likely in many cases to increase the dividend paid. This is very satisfactory for the shareholders, but not quite so satisfactory for the consumers of these goods. During last year there was a great slump in the price of raw cotton, and though Japanese mills did not cotton, and though Japanese mills did not as a rule buy at the very lowest prices, they bought at prices much below the ordinary, and below the ruling price at the present time. Now the natural result of cheap raw material is to cheapen the product, but this has not occurred in the present case. Instead of being lower, the price of yarn is higher. The reason is that foreign yarn has been shut out as far as possible by heavy duties, and the spinning mills are thus enabled to maintain and even increase their prices; at the same time they are paying less for their raw material. The profit of a good cotton harvest thus goes into the pockets of the mill-owners. Yet surprise is expressed that the cost of living is continually rising in Japan. In the same way there is a boom in the mousseline industry as the result of a prohibitive tariff. New factories are being put up and prices are increased, the result being that consumers have to pay more for an inferior article. In both cases—the tendency—with reference to rise until the foreign article now excluded by the tariff will be again enabled to compete. Then the vested interests will complain, and there will be another revision of the tariff in an upward direction. Consumers will again have to pay more. Thus the cost of living and the cost of production tends to rise, and it nevertheless seems to be a puzzle why Japan's export trade languishes. A good deal is heard in Japan about capturing the China trade, but it is evident that so long as Japan maintains this shortsighted policy there need be no fear on the part of other nations of her rivalry in foreign markets.

## INTIMATIONS

## ITCHING ECZEMA ON HANDS AND FINGERS

Scratched Constantly. Long Cracks Bled and She Cried Bitterly with the Pain. Convicted Case was Incurable. Cuticura Soap and Ointment Completely Cured Her.

"I have suffered for nearly five years now from a very unsightly form of eczema on my hands and fingers, in spite of the constant attention of doctors, hospitalists and chemists. The places began by small watery pimples. They burst, became long cracks and often bled. I developed two large sores on the back of my right hand and on my right wrist. These became raw as if skinned and as large as dry-shilling pieces. The irritation was so bad that I constantly scratched until they pained with heat, and I was exhausted with the agony and itching. I tried everything, but I had given up hope when I saw an advertisement for Cuticura Soap and Ointment, which I applied constantly, binding up the worst places. "I can do my work now like any other woman, but before I dreaded even to think of it. I felt relief after the first two or three washes with the Cuticura Soap and Ointment. The itching stopped, the cracks healed, and now after using only one and one-half boxes of the Cuticura Soap and Ointment, my hands are soft and white. The Cuticura Soap we use daily, it is so soothing to the skin. Cuticura Soap and Ointment cured my hands when doctors said I never should get them healed." (Signed) Mrs. Anna Watson, Hazen, N.Y. (The Atlantic Starbuck, at Harrogate, Eng., July 16, 1911). Samples with 32-p. book free from nearest depot: P. Newberry & Sons, 27, Charterhouse St., London; H. Towns & Co., Sydney, N.S.W.; Landon, Ltd., Cape Town; Miller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

87-2

## Chs. J. Gaupp &amp; Co.

ALEXANDRIA BUILDINGS,

CHATEAU ROAD.

Always have on hand a very large complete stock of

## SCIENTIFIC AND

## SURVEYING INSTRUMENTS

(Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

also

## DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY &amp; Co., LTD.,

LONDON.

E. R. WATTS &amp; SON, LTD.,

LONDON.

## WE ELIMINATE GUES WORK

## BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES



In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

**OLARK & Co.**  
SCIENTIFIC OPTICIANS  
WORK BLOCS, CHATEAU RD.  
HONGKONG



## NOTICE

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## NEW ADVERTISEMENTS



## NOTICE

IT IS HEREBY NOTIFIED that on and after THURSDAY, the 6th instant, CONSTANT SUPPLY OF WATER will be turned on in the RIDER MAIN DISTRICTS.

W. CHATHAM, Water Authority.

Public Works Department, Hongkong, 5th June, 1912. [795]

Mr. and Mrs. ALBERT ELLIS.

P.P.S.

[795]

THEATRE ROYAL CITY HALL.

## ONE NIGHT ONLY. CONCERT

BY THE FAMOUS RUSSIAN OPERATIC BARITONE, EUGENE OSSIPOFF, FROM THE GRAND OPERA AT MOSCOW.

Kindly Assisted by Mr. DENMAN FULLER and Mr. R. TIMMERSCHIEDT

WEDNESDAY, JUNE 12TH, 1912, AT 9.15 P.M.

PRICE ..... \$3.

Booking at MOUTRIE'S, Hongkong, 6th June, 1912. [799]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 2 P.M. of the 6th inst. will be landed at Consignees' risk and expense. Consignees of Cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SABSON & Co., Ltd., Agents.

Hongkong, 4th June, 1912. [786]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ARCADIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's (Gothic) Godown, Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. "Marmora" and "Arcadia." From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 11th inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 5th June, 1912. [791]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River. Small quantities handled and specially low rates quoted for large quantities.

[423]

## NEW ADVERTISEMENTS

## LOST.

AT the PEAK on MONDAY Afternoon, a DIAMOND and RUBY BUTTER FLY BROOCH. Finder will be rewarded on returning same to DAILY PRESS Office, Hongkong, 6th June, 1912. [797]

## FROM EUROPE.

## THE H.A.L. Steamship

"SEGOVIA," Captain Lubeko, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M. No Fire Insurance will be effected by us in any case whatever.

This Steamship brings on Cargo:— Ex s.s. "Brusa" from Drammen. Ex s.s. "Norge" from Gothenburg. Ex s.s. "Germania" from Gothenburg. Ex s.s. "Trasfagar" from New Orleans. Ex s.s. "Carl Cords" from Porto. Ex s.s. "Oldenburg" from Setubal. Ex s.s. "Therese de Marie" from Bordeaux. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 5th June, 1912. [798]

## ENTERTAINMENTS

## VICTORIA THEATRE.

Two Performances: 7.15 P.M.—PICTURES ONLY—7.15 P.M. 9.15 P.M.—FULL PROGRAMME—9.15 P.M.

By Special request of our Patrons and FOR A FEW NIGHTS ONLY, The Magnificent Dramatic Film, "DEAD MAN'S CHILD."

If you have not seen this Picture, make a point of doing so, or you will miss something good.

## Last Few Nights of THE BRENNANS.

## SAM GALE

LITTLE SADIE, SELECT NEW PROGRAMME. Hongkong, 5th June, 1912. [58]

## THEATRE ROYAL

## FOR ONE NIGHT ONLY.

## SATURDAY, JUNE 8TH.

## MAURICE E. BANDMANN

Presents.

## THE WORLD-FAMOUS COMEDIAN,

## R. G. KNOWLES

AND CONSTELLATION OF STARS FROM THE LONDON HALLS, IN AN ENTERTAINMENT RICH IN LAUGHTER, BRIGHT WITH MELODY AND MIRTH. Sparkling wit interlarded with humour, music and terpsichore. Startling acrobatic feats form a varied programme of the most up-to-date and advanced vaudeville.

## TIME AND PRICES AS USUAL.

Plan Now Open at MOUTRIE & Co. Light Refreshments supplied by Weissmann, Ltd. Hongkong, 3rd June, 1912. [790]

## SCENIC RAILWAY

At the OLD LAND OFFICE in Queen's Road (opposite the foot of D'Aguiar Street).

## NEW PICTURES EVERY SATURDAY.

The NEW HYDRAULIC SCREEN renders the scenes so perfectly that passengers may go ROUND THE GLOBE with all the thrill and excitement of a railway and steamer journey in the record time of HALF AN HOUR.

## TIME TABLE.

## EVERY DAY:

TRAINS at 2 P.M. and every half hour till 10.30 P.M., except 5.00 and 5.30 P.M.

Fare 30 cents.

Children under 15 years of age half fare.

## THE COOLEST SHOW IN THE EAST!

## ICED AIR PROVIDED.

Hongkong, 15th May, 1912. [671]

## INTIMATIONS

## LANE, CRAWFORD &amp; CO.

TELEPHONE 97.

Go to business keen and cool in Loose-Fitting B.V.D.

These zephyr weight Coat Cut Undervests and Knee Length Drawers fit easily and perfectly. Every stitch is stout enough to withstand any reasonable strain. Truly, the best value in underwear.



\$2.50 PER GARMENT

ALL SIZES.

MEN'S BATHING SUITS  
SWIMMING COSTUMES  
LADIES' BATHING DRESSES,  
BATH ROBES, BATH WRAPS,  
BATH TOWELS  
WATER POLO BALLS.  
LANE, CRAWFORD & CO.

[51]

## INTIMATIONS

## WANTED AT ONCE.

EXPERIENCED SHIPPING CLERK. Apply—A. R. E., Care of "Daily Press" Office. Hongkong, 17th May, 1912. [720]

Re THE ESTATE of Miss E. M. W. KENNEDY, Deceased.

ANYONE having Claims against the Estate of the above is requested to send particulars of the same to the Undersigned on or before June 30, 1912.

D. KENNEDY, Horse Repository, Causeway Bay. Hongkong, 3rd June, 1912. [789]

IN THE MATTER OF THE COMPANIES' ORDINANCE of Hongkong, and IN THE MATTER OF THE HIP ON INSURANCE, EXCHANGE AND LOAN COMPANY, LIMITED, (IN LIQUIDATION).

TAKE NOTICE that a MEETING of SHAREHOLDERS and CREDITORS of the above-named Company will be held at the Company's Office at the 2nd Floor of No. 25, Des Voeux Road Central, Victoria, on SATURDAY, the 15th day of June, 1912, at 12 o'clock Noon.

BUSINESS: To confirm the Resolution passed at a Meeting held on the 23rd day of March, 1912, appointing YOUNG F.H. CHAI to be the Liquidator of the Company in the place of TAM TZE KONG and CHENG MAN PO.

Dated this 4th day of June, 1912. TAM TZE KONG, CHENG MAN PO, Liquidators.

[793]

## NOTICE.

MAN HING CHEUNG & Co., MANUFACTURERS AND EXPORTERS OF HIGH-CLASS RATTAN AND SEAGRASS FURNITURE, BAMBOO BLINDS, MATTING, &c., &c.

BEG to inform their Customers and the General Public that they have now REMOVED to No. 16, QUEEN'S ROAD CENTRAL, where they have a large Stock of Chairs, &c., &c. Prices Reasonable. Inspection Cordially Invited. Orders Promptly executed. Hongkong, 17th May, 1912. [721]

## FOR SALE

BUILDING SITE FOR SALE. MOUNT GOUGH ROAD AT THE PEAK.

A SITE already formed—about 20,500 feet, 15 minutes from Tram Station, practically on the level the whole way. No Crown rent. Unique opportunity for acquiring a cheap site. Apply to—

LEIGH & ORANGE, Princes' Building, Hongkong, 31st May, 1912. [775]

A BIG PIECE OF LAND FOR SALE.

A Piece of LAND situated in the Yunnan Province, in the District of Meng (Mee), opposite the East Gate, surrounded with Trees. Apply to—

MR. OUYONG YING HON, Office, Wing On Co., 209, Des Voeux Road, Hongkong. Hongkong, 15th May, 1912. [714]

## BANKS

## HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Interest on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager. Hongkong, 24th January, 1912. [724]

## INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama. HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$6,800,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager. 9, Queen's Road, Hongkong, 23rd March, 1912. [725]

## THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anqing, Canton, Cebu, Fookchow, Keelung, Swatow, Tientsin, Yokohama.

HONGKONG OFFICE: 3, Des Voeux Road. Interest allowed on Current Accounts. Deposits received on terms which may be had on application. K. THUDZURABARA, Manager. Hongkong, 1st May, 1911. [637]

## BANKS

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,650,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager. Hongkong, 12th April, 1912. [133]

## THE MERCHANT BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000

SUBSCRIBED ... 1,125,000

PAID UP ... 552,000

RESERVE FUND ... 365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Kanton, Madras, Rangoon, Singapore, Shanghai, Swatow, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager. Hongkong, 29th March, 1912. [938]

## NEDERLANDSCH-INDISCHE HANDELSBANK

(NEDERLANDS-INDIA COMMERCIAL BANK, ESTABLISHED 1863.)

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 12,401,050 (£1,033,421)

Reserve Fund Fl. 3,252,157.01 (£271,013)

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWINE MARK LANE.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELLEN, Acting Manager, No. 8, Des Voeux Road Central. Hongkong, 17th May, 1912. [722]

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 40,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at: Antung-Hsiao, Liao-Yang, Ryojun, (Port Arthur), Calcutta, Canton, San Francisco, Bombay, Lyons, Shanghai, Hongkong, Nagasaki, Tientsin, Peking, Hankow, New York, Tokyo, Honolulu, Osaka, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS: Sterling \$1,500,000 at 2/—=\$15,000,000

SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: E. SHILLIN, Esq., Chairman. F. H. ARMSTRONG, Esq., Deputy Chairman. Andrew Forbes, Esq., G. F. Wickland, Esq., W. L. Pettiford, Esq., G. S. Gubbay, Esq., Hon. Mr. C. H. Ross, G. B. Laurence, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR. ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance. ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum. N. J. STARR, Chief Manager. Hongkong, 23rd May, 1912. [19]

## TO LET

## TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, TWO-ROOMED OFFICE, entry on or about 1st June. Apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [733]

## TO LET.

NO. 12, BEACONSFIELD ARCADE, First Floor. No. 13, BEACONSFIELD ARCADE, First Floor. 1 LARGE GODOWN in No. 3A, Duddell Street, 1st Floor. 1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April. For Sale, with or without Furniture, "TOR CREST" No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 23rd May, 1912. [122]

## TO LET.

RANFURLY, 11, Conduit Road, From 1st June. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st June, 1912. [633]

## TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—A. S. WATSON & Co., Ltd., Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

## TO LET.

BEACONSFIELD, Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office. Apply—LINSTEAD & DAVIS, Alexandra Buildings, Hongkong, 20th March, 1912. [481]

## OFFICE TO LET.

IN CHATER ROAD, a LARGE COOL ROOM with Verandah, and use of lift. DENNY & BOWLEY. Hongkong, 20th May, 1912. [723]

## HOUSE TO LET.

Furnished or Unfurnished.

NO. 37, FRENCH CONCESSION, Shamen, Canton. From 1st July to 30th September, 1912. Apply—G. DES GARETS D'ARS, Care of JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1912. [776]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st June, 1912. [120]

## TO LET.

OFFICES on 3rd Floor, Hotel Mansions facing Harbour. OFFICES on 1st Floor, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 12th March, 1912. [388]





**NAPIER JOHNSTONES'**

"SQUARE BOTTLE"

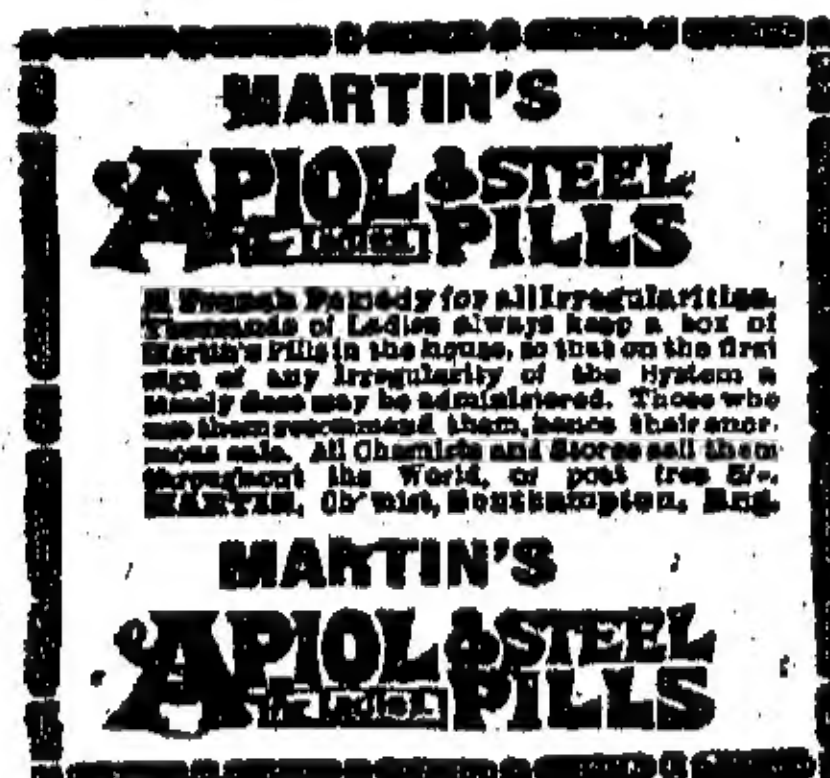
WHISKY.

UNVARIED FOR OVER  
150 YEARS.

THE SAME TO-DAY AS IN  
1745.

**BEWARE OF  
IMITATIONS.**

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & Co.,**  
and from ALL WINE MERCHANTS.



As a Rule  
you find that the longer  
people have used it, the  
less inclined they are to  
go without it.

**Calvert's  
Tooth Powder**

They know—they can tell from  
their teeth—how well the  
dentifrice does what they want,  
that food particles are never allowed  
to accumulate round teeth which  
are kept so beautifully clean.  
Then it contains the antiseptic  
properties needed, and it polishes  
without scratching the enamel,  
and is distinctly pleasant to use.  
Your local Chemist or Store  
is sure to stock and sell it.  
F. C. CALVERT & Co., Manchester, Eng.

**GRACA & CO.**

PRINCE ST. (Hongkong Hotel Building),  
Dealers in  
**POSTAGE STAMPS, VIEW POST  
CARDS, FLOWER SEEDS,  
CIGARS, BOOKS, TOYS, &c.**  
Just Received a Fine Selection of  
**BABY DOLLS.**

Also for Sale  
A few rare Macao Provisional Stamps of  
1 cent POSTAL 2 cent and 5 cent  
surcharged Cut Stamps.



**CHAPOTEAU'S  
PROSPRO-GLYCERATE OF LIME**  
It increases vital energy and nerve  
force, cures Neurasthenia, Dyspepsia,  
Insomnia, and nervous diseases in adults  
and children.  
IN CAPSULES, IN WINE, AND IN SYRUP

FOR SALE.

**GAS COMPRESSOR with ELECTRIC  
MOTOR and FITTINGS.** Will  
increase ordinary lighting power by 25 per cent.  
without extra cost.

Apply—  
**MANAGER,**  
"Hongkong Daily Press" Office  
Hongkong, 15th March, 1912.

# CHINA COAST OFFICERS.

## ANOTHER VIEW OF THE SITUATION.

In an article which appeared recently  
in these columns, says the *N.C. Daily  
News*, prominence was given to com-  
plaints, through the China Coast Officers'  
Guild, of a portion of the mercantile  
marine in these waters. The points men-  
tioned are of importance to the shipping  
industry, and in view of the attitude  
taken by the guild it is of considerable  
interest to the public also to hear the  
owners' side of the question. Put briefly,  
the complaints of the officers referred to  
the rates of pay in relation to expenses  
of living here and also compared with  
wages at home, sick pay, general con-  
ditions and duties, and the two-watch  
system. The answer to these complaints,  
as viewed by the owners, is summarized  
below.

### OFFICERS' SALARIES.

In discussing the matter of salaries it  
has been pointed out that the compari-  
son which has been drawn by the guild  
is hardly upon a fair basis. One ground  
of comparison mentioned was between the  
China coasters and the steamers of such  
a line as Messrs. Lamport & Holt's  
vessels of a larger and more remunera-  
tive type. In considering this it is  
pointed out that whereas Lamport &  
Holt's boats range from 6,000 to 8,000  
tons, running as they do from the United  
Kingdom to the River Plate, the steamer  
on which the local officer is employed is  
engaged in the coasting trade, and  
carries on an average about 2,000 tons, so  
that if the wages of junior officers on  
such lines are compared with those of  
juniors on the China Coast the margin  
is much in favour of the latter, viz., in  
a proportion of 50/50 per mensem out of  
U.K. ports as against 2/13 on the China  
Coast. In the smaller coasting trades of  
the United Kingdom the difference  
is even more marked; and, it is argued,  
the fact that second officers here send  
home monthly remittances almost equal  
to some full wages out of home ports  
shows that the careful young officer,  
found in full board and mess, has  
sufficient to secure his necessities and  
enjoyments with still a good surplus for  
such purposes as he may wish. With  
reference to wages in relation to duties,  
it is argued that, on steamers trading  
out of the United Kingdom, a very im-  
portant part of the officers' duty is to  
keep cargo tally, but that on the China  
coast they are relieved of this work. All  
the boats carry commissaire staffs who  
undertake this, so that in this important  
respect officers are freed from a very  
onerous task and their duties become  
executive and supervisory, much earlier,  
it is contended, than they can expect out  
of home ports.

With regard to home leave, the owners'  
argument is that a careful study of con-  
ditions prevailing in the mercantile  
marine proves that it has not been a  
sound proposition to make separate  
allowances for such a purpose and that,  
so far at least as the China Coast is  
concerned, these matters have been duly  
considered when fixing rates of pay.  
Some men wish to take home leave, others  
do not, and the optional nature of their  
services renders it acceptable to the fleet  
that the pay should be on an inclusive  
basis.

If the officer does wish for it, the con-  
tention is that he has the margin at hand  
to provide for it and the facilities granted  
for obtaining it without loss of  
seniority, thus securing continuous pro-  
gression far more liberally than provided  
for by the Marine Acts.

As regards pay, reference has been  
made to the legal aspect of the question.  
Here it is pointed out that under the  
terms of section 158 of the Merchant  
Shipping Act of 1894 when a man becomes  
unfit to proceed to sea he is to be written  
off the ship's articles and his pay ceases.  
It has, however, been the custom on the  
China coast to follow a more liberal  
practice, and in cases where the service of  
the Act to continue the service of the  
men on full pay. The conditions here  
being as they are servants of the com-  
panies are kept in continuous employ and  
when ashore in circumstances mentioned  
by the Act their full pay runs on, or  
in lieu thereof they have the option of  
taking their hospital expenses, while  
upon recovery positions are allotted to them.

Perusal of the letter of the Registrar  
of Seamen at the Board of Trade shows  
that he upholds the Act in this respect.

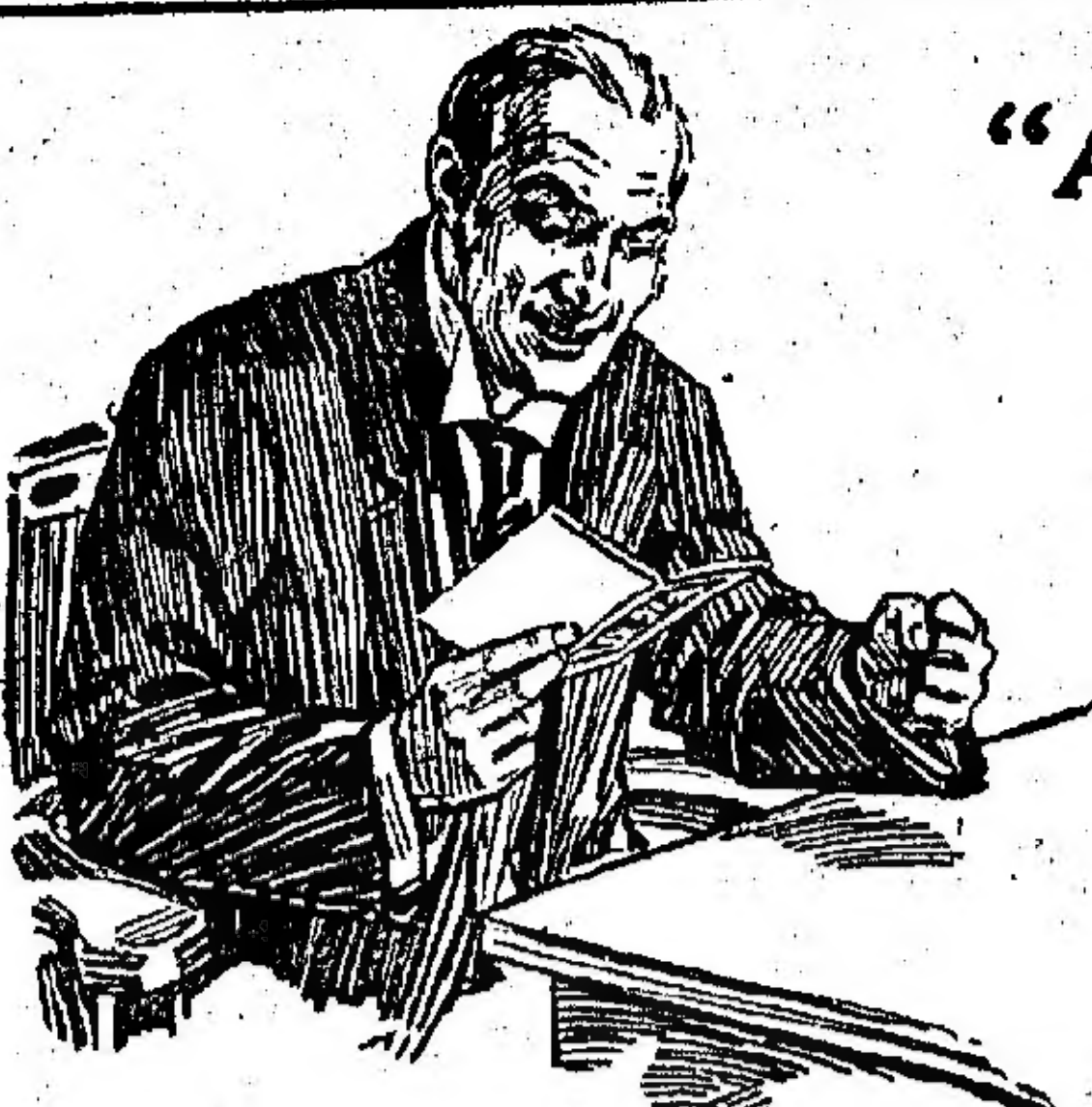
**GENERAL CONDITIONS.**  
It may be noted that upon the subject  
of better quarters, the shipping com-  
panies have for some time past been in  
consultation with the officers, and have  
complied with such suggestions as the  
majority have approved. The altera-  
tions are gradually taking place, being  
made as the ships are laid up to be over-  
hauled.

Allusion has also been made to the two-  
watch system. The contention in this  
respect is that with the size of the vessels,  
short China coast voyages and relief from  
tallying, the two-watch system is not  
burdensome, and additions to the deck  
department would result in over-staffing  
on the ships where already the second  
officer has a very easy time.

In these waters, it is added, promotion  
for a steady, reliable man is certain and  
goes strictly by seniority, so that by  
paying ordinary attention to his work  
the young officer is sure of a fairly early  
command. For young men coming out  
to China, the companies find that as  
good if not better prospect of reaching  
to this position in the same time as would  
be required in good lines elsewhere is  
assured, whilst during the years before  
a command is reached higher wages are  
accruing and lighter labour is entailed for-  
besides that, upon being given a ship  
of their own, they are paid upon a much  
higher scale than in many big ocean-  
going vessels.

**COMPETITION.**

Before closing this subject, allusion  
may be made to the competition which  
has to be met in these waters as bearing  
upon the position of the companies.  
Among the nationalities having shipping  
interests may be mentioned the British,



"Ah, This Is  
What I  
Need  
for My  
Nerves"

The Hon. Mr. Justice

**ROBERTSON,**  
Judge of the Supreme  
Court, Lahore, Punjab,  
writes:—"My experience  
with Sanatogen has been  
very favourable. I took  
it for some months during  
the most trying season of  
the year, and found it a  
great strengthener."

**Sir Charles A. Cameron,**  
C.B., M.D., etc.,  
writes:—"Sanatogen is a  
substance of the highest  
nutritive value, contain-  
ing as it does a large  
amount of organic phos-  
phorus, in exactly the  
form in which it can be  
easily absorbed. It is an  
excellent nerve food."

**Mr. Shirley Tremear,**  
Editor of "Capital," 98,  
Clive Street, Calcutta,  
writes:—"I cannot speak  
too highly of Sanatogen,  
it not only kept me up  
during a sharp attack of  
fever, but afterwards re-  
stored me once more to  
full vigour. In fact, I  
was better and stronger  
after this course of Sanatogen  
than before the  
attack."

**"The Medical Times"**  
says:—"There is no doubt  
whatever that the nutri-  
tion of patients taking  
Sanatogen improves won-  
derfully, due, in all pro-  
bability, to its being easy  
of assimilation and to the  
organic absorbable phos-  
phorus which it con-  
tains."

**Sir Gilbert Parker, M.P.,**  
the popular Novelist,  
writes:—"20, Carlton  
House Terrace, London,  
S.W.—I have used Sanatogen  
with extraordinary  
benefit. It is to my mind  
a true food tonic, feed-  
ing the nerves, increasing  
the energy, and giving  
fresh vigour to the over-  
worked body and mind."

**Prof. Dr. C. A. Ewald,**  
of Berlin University,  
writes:—"I have used  
Sanatogen in a number of  
cases, mainly of a nervous  
or neurasthenic origin,  
and have obtained excel-  
lent results."

exclaims the man who has read what physicians and  
their patients say about the wonderful achievements  
of Sanatogen—the food tonic with lasting effects.

He has read the reports of physicians, ringing with  
praise of its value, the opinions of leading authorities,  
convincing beyond words, and the personal experi-  
ences of famous men and women who by the use of  
Sanatogen have obtained new vigour and health. He  
has read how it is composed of the two life-giving  
substances—pure milk-protein and organic phosphorus  
—how scientific and certain is their action upon a  
debilitated nervous system.

Inspired with confidence he starts the use of Sanatogen. He feels the wonderful beneficial action of Sanatogen, its rejuvenating effect upon the nervous system—how much better appetite and digestion—how much greater power of endurance—how much improved strength of body and mind! There has been won another devotee of

## SANATOGEN

The Food Tonic

and every day, in every land, thousands of men and  
women are thus given a new lease of health, new  
strength and vitality, a new joy of living! Indeed,  
the history of Sanatogen is a wonderful record of aid  
to those whose nerves have become worn and tired.

### "A Martyr to Malaria."

The revivifying, strength-giving effects of  
Sanatogen are most remarkable in cases of  
convalescence after Malaria, Dysentery, Enteric  
Fever and other exhausting tropical diseases.  
Here is a case in point:—

**Mr. Thomas Lynn, c/o Presidency Post  
Master, G.P.O., Calcutta,** writes:—"I had  
been a martyr to Malaria for four years, becom-  
ing weaker and weaker, with the natural run-  
down condition and brain fog, nervousness and  
Dyspepsia. Sanatogen was strongly recom-  
mended by a friend, and I am delighted to say  
that only two bottles have made an extra-  
ordinary difference for the better—my, for the  
best. I shall always highly recommend  
Sanatogen everywhere I go."

### Try Sanatogen To-day.

Over fourteen thousand letters from practising physicians pay  
eloquent tribute to the splendid properties of Sanatogen as an  
upbuilder of nerves and vitality. That is why Sanatogen stands  
supreme as the food tonic of intrinsic merit and proven effect.  
That is why you may use Sanatogen with the utmost confi-  
dence, with every assurance that it will lastingly benefit your  
health. Get a bottle to-day. Write for a copy of a most  
interesting booklet, "The Art of Living," by Dr. Andrew  
Wilson, which will be sent free to all mentioning this paper on  
application to A. WULFING & Co., Kungang Road, Shanghai.  
Sanatogen can be obtained of all Chemists.



**ECKEL & GLINICKE**  
Berlin, S.W. 61

German, Norwegian and Japanese. The  
lower scale of pay on the Japanese boats  
is admitted, but it is necessary to remem-  
ber that besides the competition of  
steamers trading under that flag, British  
companies are faced with competition on  
exactly the same footing by the others,  
who have not the same wage bill to meet.  
The pay on British steamers has been  
stated as, first officers £18 and second  
officers £13 per mensem, against which  
may be put the following figures drawn  
from vessels of other nationalities: On  
a Norwegian steamer, wages are stated to  
be as follows:—Master £16, first officer  
£7, second officer £5, first engineer £14,  
second engineer £9, with a third  
engineer usually a Chinese; on board a  
good class German steamer, Master £240,  
first officer £120, second officer £90, first  
engineer £180, second engineer £118, third  
engineer £80.

Reviewing the whole question the em-  
ployers consider that the China officer  
has little cause for genuine complaint  
that he obtains continuous service, is well  
paid, and that his duties, particularly  
when a junior, are far from onerous.  
The companies place him in an extra-  
ordinary position on their staff and they  
argue that he has a steady career before  
him, with prospects which compare very  
favourably with those obtaining else-  
where.

**WATSON'S  
OLD BLENDED  
GLENLIVET**

WHISKY.

Guaranteed entirely distilled in  
Scotland and thoroughly matured  
by age, being shipped from our  
stocks of Old Whisky in the West  
Highland Bonded Warehouses,  
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ALEXANDRA BUILDINGS.

**WM. POWELL,  
LTD.**

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Wm. Powell, Ltd.

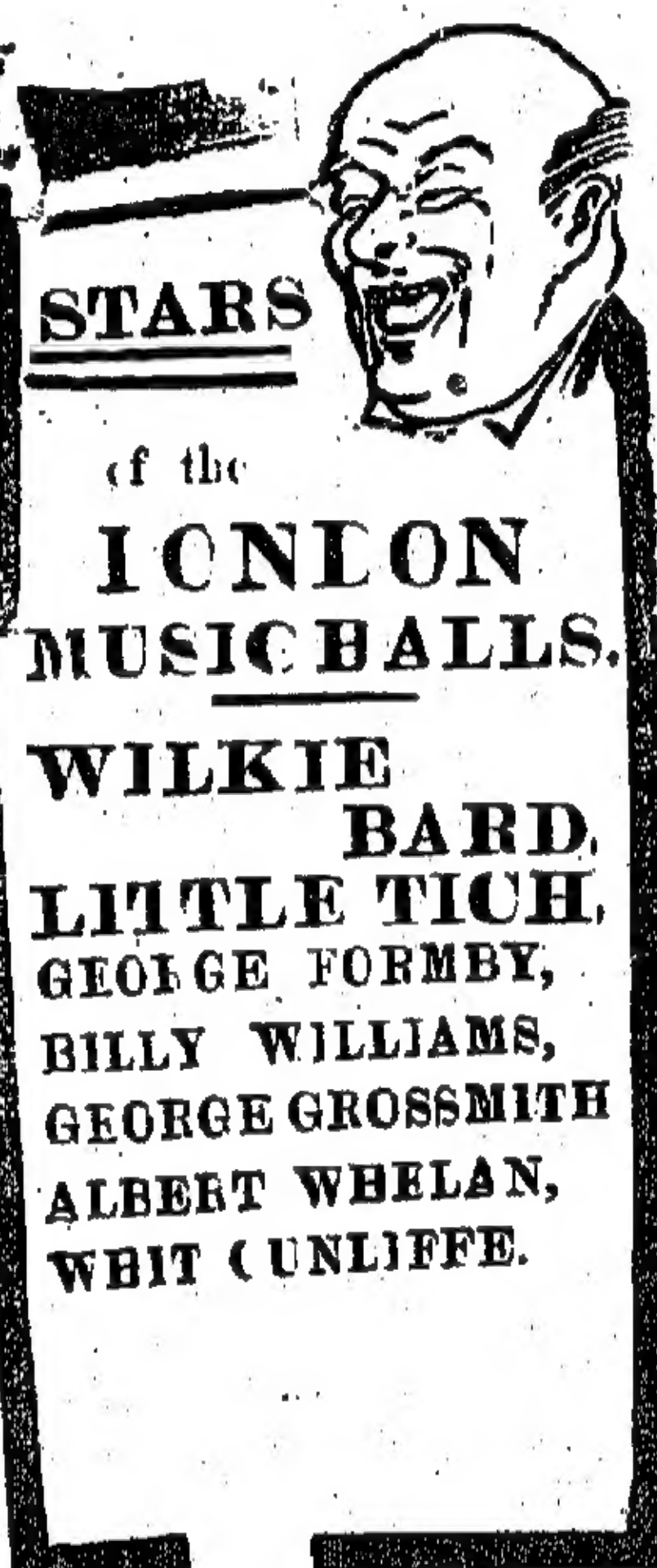
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**ROBINSON'S**

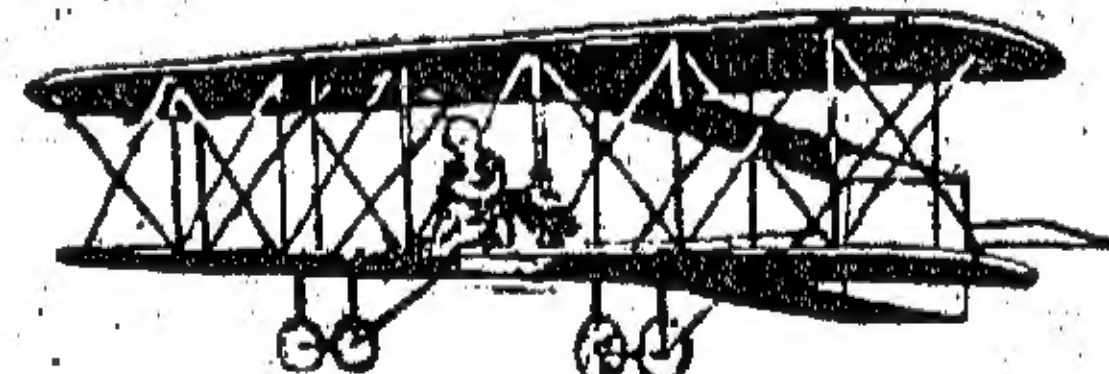
**\$1.50 EACH.**

NOTE THEY ARE  
**DOUBLE-SIDED.**

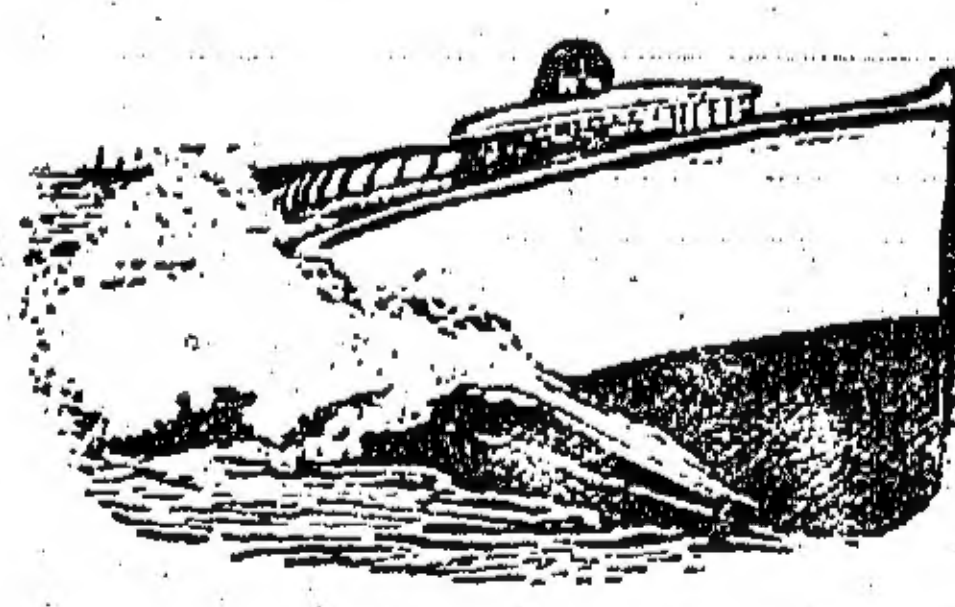
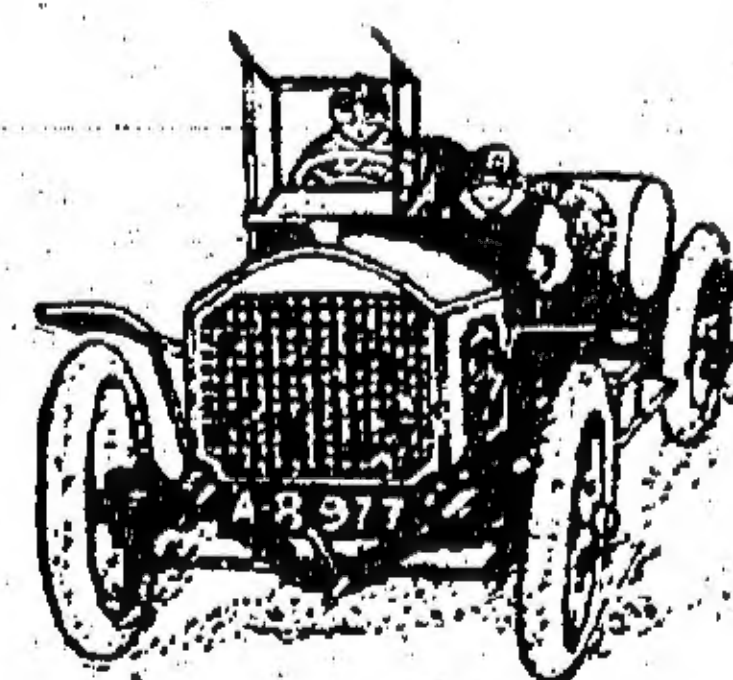
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BARD.  
LITTLE TICH.  
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WHIT (UNLIFE).**



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ON ROAD OR OCEAN SWELL  
YOU CAN BET YOUR BOTTOM DOLLAR



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THE MOTOR SPIRIT

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REGULAR SERVICE FROM HONGKONG TO  
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**SEATTLE &**  
**PORTLAND (Or.)**  
 VIA  
**SHANGHAI AND JAPANESE PORTS.**  
 CARRYING CARGO ON THROUGH BILLS OF  
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For MANILA. For VICTORIA, VANCOUVER,  
 SEATTLE, TACOMA AND  
 PORTLAND (Or.).

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To be followed by other Steamers of the Company at  
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 Calling at AMOY and KEELUNG if sufficient  
 inducement offers.  
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**ORIENTAL AFRICAN LINE.**  
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 TO  
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 Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

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 CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN  
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 REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.  
 THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
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Frequent Sailings from HONGKONG connecting with the Company's Steamers  
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**A HOLIDAY AT HOME. AND A WAY**  
**TO GET THERE THAT'S A HOLIDAY.**

**WHY NOT**  
 See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
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 Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
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 Meals for epicures under the superintendence of caterer of International Repute.

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PERSIA	9,000	"	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	"	TUESDAY, 18th June, at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 2nd July, at 1 P.M.
CHINA	10,200	"	TUESDAY, 9th July, at 1 P.M.
MANCHURIA	27,000	"	TUESDAY, 16th July, at 1 P.M.
NILE	11,000	"	TUESDAY, 30th July, at 1 P.M.
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**HONGKONG, CANTON, MACAO &**  
**WEST RIVER STEAMERS**  
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 CO., LTD. AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**  
 HONGKONG TO CANTON. CANTON TO HONGKONG  
 THURSDAY, 6th JUNE, 1912.  
 8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."  
 10 p.m. "KINSHAN." 5 p.m. "FAISHAN."

FRIDAY, 7th JUNE, 1912.  
 8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."  
 10 p.m. "FAISHAN." 5 p.m. "KINSHAN."

**HONGKONG-MACAO LINE.**  
 S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.  
 HONGKONG TO MACAO.  
 Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf  
 Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
 MACAO TO HONGKONG.  
 Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**  
 SUNDAY, 9th JUNE.  
 The Company's Steamship  
 "SUI AN,"  
 Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
 Departure from Macao at 5 p.m.  
 N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,  
 and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
 This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

**FARES AS USUAL.**  
 Further particulars may be obtained at the Office of the Company.  
**CANTON-MACAO LINE.**  
 S.S. "HOL-SANG," 457 tons.  
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.  
 JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
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**CANTON-WUCHOW LINE.**  
 S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons.  
 One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
 Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
 Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
 Company's direct steamers "LINTAN" and "SANUL." These vessels have superior  
 Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
 Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
 Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
 Hotel Mansions (First Floor), opposite the Blake Pier. [143]

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government)  
 MONTHLY FAST DIRECT SERVICE TO TRIESTE.  
 VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
 S.S. "AFRICA," 8270 tons, will leave as above on 19th June, at 6 p.m.  
 TO SHANGHAI.  
 S.S. "KOEBER," 9,900 tons, will leave as above on 5th July.  
 Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap  
 rates, Hongkong-Trieste, Venice, 250 1st, 250 2nd Class. No surtax, no tips, no inside  
 Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
 MONTHLY ORDINARY SERVICE.  
 S.S. "NIPPON," 13,500 tons, will leave for YOKOHAMA and Kobe via SHANGHAI about  
 29th June.  
 These steamers are fitted with comfortable one class accommodation for saloon  
 passengers. Cheap rates, Hongkong-Trieste, Venice 245, no surtax, excellent cuisine, Doctor,  
 Wireless Telegraphy.  
 ROUND THE WORLD TICKETS ARE ISSUED.  
 CARGO is taken at through rates to all ports in the Adriatic, the Levant and Back  
 Sea, also to North and South America. For information apply to  
**SANDER, WIELER & Co., Agents,**  
 Hongkong, 5th June, 1912. Princes' Building. [155]

**TOYO KISEN KAISHA**

**TRANS-PACIFIC**  
**WESTERN PACIFIC**  
**DENVER AND RIO GRANDE**  
**TRANS-CONTINENTAL**

**TOYO KISEN KAISHA.**  
 New Triple Screw Turbine Flyers—20 Knots Speed.  
 S.S. TENYO MARU... 21,000 tons.  
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 HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and  
 HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and  
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**WESTERN PACIFIC-DENVER AND**  
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 The T.K.K. lines connect at San Francisco with the railway lines of the Western  
 Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
 WITHOUT CHANGE.

Through Standard Sleepers.  
 Through Tourists' Sleepers.  
 Dining Cars—Observation Cars.  
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 New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
 Sierras—Festive River Canyon—and the Royal Gorge of Colorado.  
 Convenient connections at Chicago with trains for New York Transatlantic Steamers,  
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 AND KING'S BUILDING, HONGKONG

**SWEDISH EAST ASIATIC**  
**CO., LTD.**  
**GOTHENBURG.**

**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**  
 DESTINATION STEAMERS TONS DATE OF SAILINGS.  
 SHANGHAI, YOKOHAMA, "CANTON" ... 6,500 ... On 29th June.  
 KOBÉ and MOUJ ...  
 For Freight and Further Particulars, apply to  
**ARTHUR NILSSON & CO.,**  
 YORK BUILDINGS, TOP FLOOR.  
 TELEPHONE No. 171.

**RUSSIAN VOLUNTEER FLEET.**

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at  
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 First-class steamers manned by European crews only.

Low passage rates.  
 Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and  
 fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendance and  
 medicaments free.

**PROJECTED SAILINGS FROM HONGKONG:**  
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VIA SINGAPORE, PENANG, COLOMBO, JIBUTI,  
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 ODESSA.

S. S.  
 "KOURSKE," 6,400 R.T., Commander G.  
 Padalka, 16-17 June.  
 "PERM," 4,149 R.T., Commander J.  
 Stetsky, 27-28 July.  
 "NIJINI-NOVGOROD," 3,367 R.T., Com-  
 mander S. Kostromitineff, 10-11 Sept.  
 "VORONEJ," 5,616 R.T., Commander Ret.  
 Rear Admiral P. Oranovsky, 5-6 Oct.  
 "KOSTROMA," 3,505 R.T., Commander  
 V. Petroff-Tokareff, 31 Oct-1 Nov.  
 "YAROSLAVL," 4,494 R.T., Commander  
 L. Alexeeff, 23-24 Nov.  
 "KOURSKE," 6,400 R.T., Commander G.  
 Padalka, 21-22 Dec.

S. S.  
 "PERM," 4,149 R.T., Commander J.  
 Stetsky, 13-14 June.  
 "MOGHILEV," 6,200 R.T., Commander J.  
 Stetsky, 14-15 July.  
 "NIJINI-NOVGOROD," 3,367 R.T., Com-  
 mander S. Kostromitineff, 9-9 Aug.  
 "VORONEJ," 5,616 R.T., Commander Ret.  
 Rear Admiral P. Oranovsky, 24 Sept.  
 "KOSTROMA," 3,505 R.T., Commander  
 V. Petroff-Tokareff, 29-30 Sept.  
 "YAROSLAVL," 4,494 R.T., Commander  
 L. Alexeeff, 22-23 Oct.  
 "KOURSKE," 6,400 R.T., Commander G.  
 Padalka, 22-23 Nov.  
 "PERM," 4,149 R.T., Commander J.  
 Stetsky, 12-13 Dec.  
 "VLADIMIR," 2,620 R.T., Commander  
 Ret. Rear Admiral J. Shalsky, 25-26 Dec.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok,  
 Tsuruga and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express  
 Trains. Also a line between Vladivostok and Kamchatka and Saghalin ports.  
 For Freight, passages and further particulars, apply to  
 CAPTAIN D. A. LUKHMANOFF, AGENT,  
 HOTEL MANSIONS, Nos. 12/A and 14, Third Floor,  
 TELEPHONE No. 1224.

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Hollo and Cebu	On 10th June, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hollo and Cebu	On 20th June, 4 P.M.

For Freight or Passage, apply to **SEWAN, TOMES & Co.,** General Managers,  
 Hongkong 1st June, 1912. **PHILIPPINES S.S. CO.** [13]

**PASSENGERS.**  
**ARRIVALS.**  
 Per *Aldenham*, from Melbourne, Mrs.  
 Dadds.  
 Per *Hongkai*, from Manila, Mr.  
 Kruger.  
 Per *Haiyang*, from Foochow, Mr. W.  
 H. Wenyon, Rev. S. Garcia, Rev. F.  
 Aguirre, Rev. M. Yaray, Mrs. and Miss  
 Sullivan and Sister Margaret.  
 Per *Arendra*, for Hongkong, from  
 London, Mrs. Major, Miss Biggs,  
 Miss Ronager, Miss Scharten, from  
 Bombay, Mr. Nakashima, Mr. A.  
 Begby, Mrs. de Silva and infant, Mrs.  
 Pereira and infant, Mr. A. F. Lawrie,  
 Mr. de Silvas and servant; from Singa-  
 pore, Mr. G. T. Lehnert, Mr. Baron  
 Therman, Mr. Baron Amelunxen, Major  
 H. L. Kirke, Mr. C. E. Watkins, Mr. W.  
 Kauffelt.  
**DEPARTED.**  
 Per *Haitan*, for Swatow, Mr. D. B.  
 Mills, Mr. Smith and Mr. Misdam.  
 Per *Kumano Maru*, for Japan, Lieut.  
 W. F. Haynes, Lieut. H. C. Dillon,  
 Lieut. S. M. Cookson, Mr. J. A. Holmes,  
 Mr. A. L. Mylton, Capt. Cutler, Mr.  
 Dean, Mr. and Mrs. C. M. Chalmers,  
 Mr. and Mrs. A. E. Crapnell, Mr. P.  
 Heathcote, Mr. S. Iwanaga, Mr. and  
 Mrs. C. H. Thring, Mrs. Matsuda and  
 child, Mrs. Nicholas, Mrs. Matsushita,  
 Mrs. K. Ohga, Mrs. Ihida, Mr. Sato,  
 Mr. J. Shimidzu, Mr. Matsushita, Mr.  
 Sakai, Mr. Masuda, Mrs. Masuda,  
 Master Masuda, Mrs. Diss and infant,  
 Mrs. Chapple and infant, Mrs. S. Josaki  
 and Mrs. S. Ideo.  
 Per *Tengo Maru*, for San Francisco,  
 etc., Miss M. O. Mitchell, Mr. and Mrs.  
 Nilsson, Mr. and Miss D. Jones, Mr.  
 Tilden, Jr., Mrs. J. Willescofer, Mr. and  
 Mrs. W. M. Milne, Miss A. Ebner, Lieut.  
 Law, Mr. C. H. Ross, Miss Loomis, Lieut.  
 and Mrs. Cunningham, Mr. H. W.  
 Rehder, Master Bradt, Mr. and Mrs.  
 Blagdon, Mr. C. Converse, Mr. L. B.  
 Potter, Miss G. Tower, Mrs. Murray  
 Taylor, Mrs. E. Tower, Mr. and Mrs.  
 Manning and child, Miss M. E. Joslin,  
 Mrs. E. Horton, Mr. Jose Evanillista,  
 Mr. A. R. Palfreyman, Miss Kneuber,  
 Mrs. L. M. McDonald, Miss S. H. Car-  
 kett, Miss M. Ebner, Mr. and Mrs. H.  
 Pond, Mr. Jackson, Miss H. Grier, Mrs.  
 S. H. Morton, Miss M. Dean, Miss Rose  
 Gray, Mr. T. Tavenor, Mr. A. B. Potter,  
 Mr. and Mrs. M. E. Sheard, Mr. G.  
 Fellows, Mr. A. W. Genger, Mr. Domingo  
 Lopez, Mr. and Mrs. W. T. Howe, Rev.  
 Shiel, Mrs. Onderdonk, Miss Fulton, Mr.  
 and Mrs. A. D. Haskell, Mrs. L. M.  
 McDonald, Miss Lawson, Miss L. C.  
 Moore, Miss Lawson, Miss M. Carpenter,  
 Miss Jones, Hon. Mr. Wei Yuk, C.M.G.,  
 Mr. J. W. Taylor, Mrs. E. J. Hill, Mrs.  
 M. B. Brace, Miss E. Humphries, Mr.  
 E. A. Macdonald, Mr. and Mrs. E. B.  
 Penrose, Lieut. Butler, Mrs. Loomis, Mr.  
 Wilkon, Major, and Mrs. A. Fisk and  
 infant, Master Bradt, Master King, Mr.  
 Von Dippe, Mr. W. Evans, Mrs. C.  
 Hodgson, Mrs. Shimada and child, Mrs.  
 Murray Taylor, Miss A. Tower, Lieut.  
 Mrs. Wittnell, Miss R. B. Joslin, Lieut.  
 Jose P. Misau, Mr. Roy Dunkin, Mr. A.  
 W. Palfreyman, Mr. and Mrs. G. M.  
 McRay, Mr. and Mrs. King, Miss C. K.  
 Lee, Mr. Kageyama, Miss E. Hammon,  
 Capt. and Mrs. R. A. Duckworth-Ford,  
 Mr. Hodgson, Miss M. A. Baine, Mr.  
 Chevalier, Mrs. B. Meyer, Miss E.  
 Danby, Mr. R. Mongini, Mr. T. Tavenor,  
 Mr. and Mrs. Bradt, Mr. H. G. Bois,  
 Mr. K. T. Harper, Mr. W. D. MacClintock,  
 Mr. Milton, Mr. and Mrs. C. L.  
 Tilden, Rev. Foley, Miss Stokoe, Dr. and  
 Mrs. L. R. Mateo, Miss E. M. Harmon,  
 Mrs. Marten, Miss Bradt, Miss Day,  
 Miss V. Lisle, Mr. Haydon, Major E.  
 Humphries, Miss Onderdonk, Mr. W.  
 Paeblner, Mr. P. Velazquez, Mr. W. W.  
 Hill, Mr. Yamada, Mr. Carl Armstrong,  
 Mr. Peters, Mr. C. da Costa Nunes, Mr.  
 Gurdas Ram, Mr. S. Bermudes, Mr. C.

**NOTICES TO CONSIGNEES**

**NOTICE TO CONSIGNEES.**

THE P. & O. S. N. Co.'s Steamer  
**"SIMLA"**  
 FROM ANTWERP, LONDON, MALTA,  
 PORT SAID, SUEZ AND STRAITS.  
 Consignees of Cargo by the above-named  
 vessel are hereby informed that their Goods are  
 being landed and placed at their risk in the  
 Hongkong and Kowloon Wharf and Godown  
 Co.'s Godowns at Kowloon where each Consign-  
 ment will be sorted and Marked by Mark and  
 delivery can be obtained as the Goods are landed.  
 Optional Goods will be landed here unless  
 instructions are given to the contrary within  
 6 hours.  
 Goods not cleared by the 8th inst., at 4 p.m.,  
 will be subject to rent.  
 No Fire Insurance will be effected by me in  
 any case whatever.  
 Damaged packages must be left in the  
 Godowns for examination by the Consignee  
 and the Company's surveyors, Messrs. GODDARD  
 and DOUGLAS, at 10 a.m. on MONDAYS  
 and THURSDAYS. All Claims must be presented  
 within ten days of the steamer's arrival here,  
 after which date they cannot be recognised.  
 No Claims will be admitted after the Goods  
 have left the Godowns.  
 H. W. D. SHALLABD,  
 Acting Superintendent.  
 Hongkong, 3rd June, 1912. [1]

**MITSU BISHI GOSHI KWAISHA**  
**(MITSU BISHI CO.)**  
**COAL DEPARTMENT**

SOLE PROPRIETORS OF TAKASIMA  
 OCHI, MUTABE, YOSHINOTANI,  
 HOJO, KANADA, NAKAZUTA, SAYO,  
 SHINNEW and KAMAYAMADA.  
 Offices.  
 AGENTS FOR  
 KISHIDAOKI and SAKITO Co.,  
 HEAD OFFICE—MARUNOUCHI,  
 TOKYO.  
 BRANCH OFFICES—NAGASAKI  
 MOJI, KATATSU, WAKAMATSU,  
 KOBE, OSAKA, OTARU, SHANGHAI,  
 HONGKONG, HANKOW.

Cable addresses for above, "TWSAKI"  
 Codes, AI, ABC 5th Ed., Western Uni-  
 versity.  
 YOKOHAMA: Messrs. SHARING & Co.  
 MANILA: Messrs. MACDONALD & Co.  
 SINGAPORE: Messrs. BERNARD & Co., Ltd.  
 For Particulars, apply to  
**Y. SHIBUYA,**  
 Manager,  
 No. 2, Padder Street, Hongkong;  
 Hongkong, 30th May, 1912. [1616]



## SHIPPING

## ARRIVALS.

ALBANY, British str., 2,410, E. T. Piller, 5th June—Melbourne 3rd May, General—Gibb, Livingston & Co.  
 ARCADIA, British str., 7,000, S. Barham, 5th June—Bombay 22nd May, General—P. & O. S. N. Co.  
 CHINSEA, British str., 5th June—Canton, 5th June—Swatow 4th June, General—Osaka Shosen Kaisha  
 DAIKAI MARU, Japanese str., 800, Fuchigami, 5th June—Swatow 4th June, General—Osaka Shosen Kaisha  
 HAIYANG, British str., 1,360, J. W. Evans, 5th June—Foschov 2nd June, General—Jardine, Matheson & Co.  
 MATTHEW, German str., 801, A. P. Ullrich, 5th June—Hainan 4th June, General—Jardine, Matheson & Co.  
 SARINE, British str., 1,227, Howard, 5th June—Hongkong 2nd June, General—Butterfield & Swire

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 JUNE 5th.  
 ARCADIA, British str., for Shanghai.  
 CHINSEA, British str., for Hongkong.  
 DAIKAI MARU, Japanese str., for Calcutta.  
 WONGKAI, German str., for Bangkok.  
 YENSEN MARU, Japanese str., for Miki.

## DEPARTURES.

JUNE 5th.  
 BENICIA, British str., for Nagasaki.  
 HAIYANG, British str., for Swatow.  
 KAIKAI MARU, Japanese str., for Swatow.  
 KIMAKAWA MARU, Japanese str., for London.  
 KIMAKAWA MARU, Japanese str., for Seattle.  
 KIMAKAWA MARU, Japanese str., for Yama.  
 NIKKO MARU, Japanese str., for Sydney.  
 NIKKO MARU, Japanese str., for Chinkiang.  
 SIKIANG, French str., for Haiphong.  
 SINGAI, British str., for Haiphong.  
 SITHONIA, German str., for Singapore.  
 TANGO MARU, Japanese str., for Yama.

## SHIPPING REPORT.

The British str. *Haiyang* reports: Light to moderate south-westerly cloudy and fine weather; thence to Hongkong moderate south-west wind, heavy rain, on approaching port.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
 The P.M. str. *Kuro* from San Francisco leaves Manila on the 8th June, and is expected to arrive at Hongkong on the 10th June, at daylight.  
 The P.M. str. *Siberia* left San Francisco on the 25th May, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 21st June.  
 THE AUSTRALIAN MAIL.  
 The I.G.M. str. *Prinz Waldemar* left Sydney on the 1st June, at 11 a.m., and may be expected here on or about 24th June.

## THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 2nd May, a.m.

## THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails with dates from Berlin of the 15th May, left Colombo on the 1st June, p.m., and may be expected here on or about the 13th June, a.m.

## MERCHANT STEAMERS.

The N.Y.K. str. *Wakasa Maru* (Bombay line) left Singapore for this port on the 31st May, and is expected here on the 6th June.

The H.A.L. str. *Scandia* left Shanghai on the 2nd June, and may be expected here on or about the 6th June, a.m.

The str. *Albatross* left Shanghai on the 3rd June, and is due here on the 6th June, p.m.

The N.Y.K. str. *Bombay Maru* (Bombay line) left Kobe for this port via Moji on the 31st May, and is expected here on the 7th June.

The N.Y.K. str. *Kirin Maru* (Calcutta line) left Kobe for this port via Moji on the 31st May, and is expected here on the 7th June.

The N.Y.K. str. *Tanaka Maru* (American line) left Kobe for this port via Moji and Shanghai on the 31st May, and is expected here on the 9th June.

The "Mogul Line" str. *Atoll* left the United Kingdom on the 28th May, for Hongkong via the Straits.

The str. *Ischia* left Singapore for this port on the 2nd June, and may be expected here on or about the 10th June.

The N.Y.K. str. *Tosa Maru* (Bombay line) left Bombay for this port on the 31st May, and is expected here on the 18th June.

The T.K.K. str. *Kiya Maru* sailed from Valparaiso, Chile, on the 8th May, for Hongkong and is expected here on the 28th July.

The Swedish East Asiatic str. *Canton* left Suez on the 28th May, and is expected here on or about the 29th June.

INDO-CHINA STEAM NAVIGATION CO., LTD.  
*Fookang*, from Moji, is due in Hongkong 7th June.  
*Onsaga*, from Chinwangtao, is due in Hongkong 7th June.

*Wingang*, from Weihaiwei, is due in Hongkong 6th June.  
 INDRA LINE, LTD.  
*Indradra*, from New York, is due in Hongkong 24th June.

SEINE LINE.  
 The "Shire-Line" str. *Monmouthshire* left Singapore for Hongkong on the 31st May, and may be expected here on or about 7th June.

*Pennbrooke*, from London, is due in Hongkong 28th June.  
*Namsang*, from Calcutta, is due in Hongkong 10th June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.  
*Muttra*, from Penang, is due in Hongkong 7th June.  
*Itola*, from Moji, is due in Hongkong 16th June.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k.", nearest Hongkong "h.", and those vessels berthed at the Kowloon Wharf "w." together with the number denoting the section.

SECTIONS.			
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.
LONDON, via USUAL PORTS OF CALL.	DELTA	Brit. str.	E. P. Martin, R.N.B.
LONDON & ANTWERP via SINGAPORE, &c.	STYRIA	Brit. str.	R. A. Peters
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	BAVIERA	Ger. str.	Brehmer
VANCOUVER via SHANGHAI, JAPAN, &c.	SCANDIA	Ger. str.	Bokhorn
HAVRE, BREMEN & HAMBURG, &c.	ALBION	Ger. str.	Kniesel
MARSEILLES, HAMBURG & ANTWERP, &c.	ANDALUSIA	Ger. str.	Haber
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LYO MARU	Jap. str.	Heller
MARSEILLES, HAVRE & HAMBURG, &c.	LIDERSIA	Ger. str.	R. Takeda
VICTORIA, B.C. & TACOMA via JAPAN &c.	CHICAGO MARU	Jap. str.	Metzenhain
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	S. Wada
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	CANADA MARU	Jap. str.	A. Ahlborn
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON	GOEREN	Ger. str.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Aus. str.	
NEW YORK	LOTANIA	Brit. str.	
BOSTON, NEW YORK via PORTS & SUEZ CANAL	WALTON HALL	Am. str.	
VANCOUVER B.C., SEATTLE & PORTLAND, &c.	OSTERICH	Brit. str.	
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERHIA	Am. str.	
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SHINTO MARU	Jap. str.	
SAN FRANCISCO via KEELUNG & JAPAN, &c.	ALDENHAM	Brit. str.	
AUSTRALIAN PORTS	NIKKO MARU	Jap. str.	
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	
AUSTRALIAN PORTS via MANILA	HONGKONG MARU	Jap. str.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	MUTTRA	Brit. str.	
YOKOHAMA & KOBE	NIKKO MARU	Aus. str.	
YOKOHAMA & KOBE via SHANGHAI	KAMO MARU	Jap. str.	
KOBE & YOKOHAMA	SHINTO MARU	Jap. str.	
KOBE & YOKOHAMA	WALDEMARE	Dut. str.	
JAPAN	CHIKO MARU	Brit. str.	
TIENSIN via WEIHAWEI	CHIKO MARU	Brit. str.	
WEIHAWEI & TIENSIN	CHIKO MARU	Brit. str.	
TEINGTU, CHEFOO & NEWCHWANG	CHIKO MARU	Brit. str.	
SHANGHAI, KOBE & YOKOHAMA	SEGOWIA	Ger. str.	
SHANGHAI	ARCADIA	Brit. str.	
SHANGHAI	CHINSEA	Brit. str.	
SHANGHAI, KOBE & YOKOHAMA	MONMOUTHSHIRE	Brit. str.	
SHANGHAI, KOBE & MOJI	JAPAN	Brit. str.	
SHANGHAI	PHOSPHOR	Brit. str.	
SHANGHAI via SWATOW	WONGSANG	Brit. str.	
SHANGHAI, KOBE & MOJI	NAMSANG	Brit. str.	
SHANGHAI	CHENAN	Brit. str.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P.E. FRIEDRICH	Ger. str.	
SHANGHAI	LYNAN	Brit. str.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	POONA	Brit. str.	
SHANGHAI & KOBE	TOTOMI MARU	Jap. str.	
SHANGHAI, MOJI & KOBE	TOSA MARU	Jap. str.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	CANTON	Aus. str.	
SHANGHAI	KOBERG	Dut. str.	
SHANGHAI	PHOSPHOR	Jap. str.	
ANPING via SWATOW & AMOY	DAIJIN MARU	Jap. str.	
TAMSOI via SWATOW & AMOY	HAITANG	Brit. str.	
SWATOW, AMOY & FOOCHOW	HOIHOW	Brit. str.	
SWATOW, AMOY & SHANGHAI	HAITUNG	Brit. str.	
SWATOW	HAICHING	Brit. str.	
SWATOW, AMOY & FOOCHOW	HAITUNG	Brit. str.	
SWATOW, AMOY & FOOCHOW	LOONGSANG	Am. str.	
MANILA	RAHING	Brit. str.	
MANILA, MANGARIN, ILOILO & CEBU	YUNGSANG	Brit. str.	
MANILA, CEBU & ILOILO	TEAN	Brit. str.	
MANILA	ZARHO	Am. str.	
MANILA, CEBU & ILOILO	YIPANAS	Am. str.	
MANILA, MANGARIN, ILOILO & CEBU	BOREYAT MARU	Jap. str.	
BATAVIA, CHERABON, SAMARANG, &c.	LOCHIA	Ital. str.	
BOMBAY via SINGAPORE & COLOMBO	KIRIN MARU	Jap. str.	
BOMBAY via SINGAPORE & PENANG	ABRATON APCAR	Brit. str.	
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	
SINGAPORE, PENANG & CALCUTTA	MAUSANG	Brit. str.	
SINGAPORE, PENANG & RANGOON	BOBYO	Ger. str.	
SANDAKAN	SINGAN	Brit. str.	
KUDAT & SANDAKAN	ONSANG	Brit. str.	
HIPHONG	ST-KIANG	Brit. str.	
CHINWANTAO			
KWANG CHOW WANG & HAIPHONG			

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
 KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "MUTTRA," 4644 tons, Captain H. Carey, will be despatched for YOKOHAMA and KOBE on 7th June, at Noon, to be followed on 13th June, by S.S. "ITINDA," 5251 tons, Captain J. Kennedy, taking Cargo and Passengers at Current Rates.

## WESTWARD.

The S.S. "ITOLA" will leave Hongkong for SINGAPORE, PORT SWITTENHAM, PENANG and RANGOON on 18th June, at Noon, followed by the S.S. "MUTTRA," taking Cargo and Passengers at Current Rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., LTD.,  
 AGENTS.

Telephone No. 215.  
 Hongkong, 6th June, 1912.

## "SHIRE" LINE OF STEAMERS, LIMITED.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STRAITS DATE OF DEPARTURE  
 SHANGHAI, KOBE & YOKOHAMA "MONMOUTHSHIRE" About 7th June.  
 LONDON, ROTTERDAM & ANTWERP "DENBIGHSHIRE" About 30th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., LTD.,  
 AGENTS.

Hongkong, 1st June, 1912.

## INDO-CHINA S. N. V. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS DATE OF DEPARTURE  
 SHANGHAI via SWATOW "LOONGSANG" Saturday, 8th June 2 p.m.  
 SHANGHAI via SWATOW "KWONGSANG" Sunday, 9th June, D'light.  
 SHANGHAI, KOBE & MOJI "NAMSANG" Wednesday, 12th June, 4 p.m.  
 SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Thursday, 13th June, Noon.  
 CHINWANTAO "ONSANG" Saturday, 15th June, 2 p.m.  
 MANILA "CHEONGSHING" Sunday, 16th June, D'light.

## RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS)

The Steamers "KUTSANG," "NAKKUANG" and "BOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
 † Taking Cargo on through Bills of Lading to Yangtze Ports, Teikoku, Weihaio, Chefoo, Ientsin and Newchwang.  
 ‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Sukau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., LTD.,  
 GENERAL MANAGERS.

Hongkong, 6th June, 1912.

## CANADIAN PACIFIC ROYAL MAIL

## STEAMSHIP LINE.

## VIA VANCOUVER AND

## THE CANADIAN PACIFIC RAILWAY

## PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.

## SUBJECT TO ALTERATION.

## FOR VANCOUVER.

## FOR LIVERPOOL.

## 1912

## FROM QUEBEC.

## 1912

"EMPRESS OF INDIA" Sat. 22nd June  
 "EMPRESS OF JAPAN" Sat. 13th July  
 "MONTEAGLE" Sat. 3rd Aug.  
 "EMPRESS OF INDIA" Sat. 24th Aug.

The direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10  
 Intermediate Steamship) £43 " £45.  
 "Monteagle" )

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the Atlantic Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and around the WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL

## LINES.

## FOR STRAITS DATE OF DEPARTURE

NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN "GOEBEN" Capt. A. AHLBORN, 17,500 { Wednesday, 12th June, at Noon.  
 SHANGHAI, NAGASAKI, KOBE and YOKOHAMA "P. E. FRIEDRICH" Capt. E. MALCHOW, 17,000 { About Thursday, 13th June.  
 MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ SIGISMUND" Capt. D. LENZ, 6,000 { Saturday, 15th June, at 10 a.m.  
 KOBE and YOKOHAMA "PRINZ WALDEMARE" Capt. H. BREMER, 6,000 { About Tuesday, 25th June.  
 KUDAT and SANDAKAN "BOBNEO" Capt. P. EMBILL, 5,000 { Middle of June.  
 All the Steamers of the European Line are fitted with Wireless Telegraphy. New system of Telefunken.  
 For Further Particulars, apply to  
 NORDDEUTSCHER LLOYD,  
 MELOHRS & Co.,  
 GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 3rd June, 1912.

## VESSELS ON THE BERTH

## FOR SHANGHAI.

## THE P. &amp; O. S. N. Co.'s Steamship

## "ARCADIA"

Captain S. Barham, will leave for Shanghai TO-DAY, the 6th inst., at 10 a.m.

For Freight or Passage, apply to  
 H. W. D. SHALLARD,  
 Acting Superintendent.

Hongkong, 6th June, 1912.

## HONGKONG—BOSTON &amp; NEW YORK.



## AMERICAN ASIATIC S.S. CO.

## FOR BOSTON AND NEW YORK VIA

## PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast and to proceed via Cape of Good Hope.)

## S.S. "WALTON HALL"

On or about 6th June.

## S.S. "INDRAMAYO"

On or about 3rd July.

For freight and further information apply to—  
 SHEWAN, TOMES & Co.,  
 General Agents.

Hongkong, 6th June, 1912.

## THE PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY

## STEAM FOR STRAITS, CEYLON

## AUSTRALIA, INDIAN ADEN, EGYPT,

## MEDITERRANEAN PORTS,

## PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR:

## BARATIA, PERSIAN GULF, CONTINENTAL,

## AMERICAN AND SOUTH AFRICA FORMS.

## THE Steamship

## "DELTA"

Captain E. P. Martin, R.N.B., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th June, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s "Macedonia," 10,512 tons, from Colombo, returning via Aden, Suez, and Port Said, and is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to London, &c., will be conveyed via Bombay by the "India," due in London on the 21st July, 1912.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
 H. W. D. SHALLARD,  
 Acting Superintendent.

Hongkong, 27th May, 1912.

## FOR SHANGHAI, KOBE AND MOJI.

## THE Steamship

## "JAPAN"

Captain L. Y. Archibson, will be despatched for the above Ports on SATURDAY, the 8th June, at 1 p.m.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

## RETURN TOURS TO JAPAN

(Occupying 20 Days)  
 The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fares for round trip, \$120.

For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.,  
 Agents.

Hongkong, 1st June, 1912.

## FOR SINGAPORE, PENANG AND

## CALCUTTA.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Barcham	10 A.M. 6th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon. 8th June.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. R. A. Peters	About 17th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	POONA Capt. A. F. Vine, R.N.R.	About 15th June.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent

Hongkong, 6th June, 1912.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 8th June, M'night.
TSINGTAU, CHEFOO & NEWHANG	"CHIHAI"	On 8th June, 4 P.M.
SWATOW, AMOY & SHANGHAI	"HOIHOW"	On 9th June, D'light.
MANILA, CEBU and ILOILO	"TAMING"	On 11th June, 4 P.M.
SHANGHAI	"CHENAN"	On 13th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 15th June, D'light.
SHANGHAI	"LINAN"	On 15th June, M'night.
MANILA, CEBU and ILOILO	"TEAN"	On 18th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".  
Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS  
("ANHUI", "CHENAN", "CHIHAI", "HOIHOW" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 6th June, 1912.

BUTTERFIELD & SWIRE,  
AGENTS

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM	On 28th June.	On 6th June.
EMPIRE	On 28th June.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOCHOW

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 7th June, at 11 A.M.
"BAIHANG"	Capt. W. Q. Passmore	TUESDAY, 11th June, at 11 A.M.
"HAITAN"	Capt. V. S. Rouch	FRIDAY, 14th June, at 11 A.M.

## FOR SWATOW

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 9th June, at 10 A.M.  
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow.

For Freight and Passage, apply to—

DOUGLAS, LARBAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 5th June, 1912.

# HAMBURG-AMERIKA LINIE.

## DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. SEGOVIA ... 6th June.	S.S. SCANDIA ... 6th June.
S.S. SILESIA ... 30th June.	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. FUEBST BUELOW 27th June.	S.S. ANDALUSIA ... 13th June.
S.S. GLODENFELS ... 14th July.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SUEVIA ... 29th July.	S.S. BAYERN ... 18th June.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. LIBERIA ... 22nd June.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BADENIA ... 29th June.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. ALERIA ... 2nd July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 1st June, 1912.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES:

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

# CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, NOON.
CHIYO MARU	W. V. Greene	TUESDAY, 23rd July, at Noon.
NIPPON MARU	G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th June, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMER	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, "casure" and Parcels. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI VIA SWATOW and AMOY	"DALIN MARU"	SUNDAY, 9th June, at Noon.
ANPING VIA SWATOW, and AMOY	"BOSHU MARU"	WED'DAY, 12th June, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER.

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

### MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 19th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON, 1912.

### PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	Tons	Steamer	Tons	
DELTA	8000	MACEDONIA	10500	SUNDAY July 13
ARCADIA	7000	MOBEA	11000	July 21
ASSAYE	7500	MARMORA	10500	Aug. 4
DEVANHA	8000	MALDAVIA	10500	Aug. 18
DELTA	8000	MALOA	12500	Sept. 1
EGYPT	8000	MONGOLIA	11000	Sept. 15
				SATURDAY
ARCADIA	7000	MEDINA	12500	Sept. 28
ASSAYE	7500	MALWA	11000	Oct. 12
DEVANHA	8000	MOOLTAN	10500	Oct. 26
INDIA	8000	MACEDONIA	10500	Nov. 9

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage about	about
SYRIA	7000 June	17 August
NORE	7000 June	26 August
SIMLA	6000 July	10 August
NUBIA	6000 September	4 October
SARDINIA	7000 September	18 November

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:  
1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. R. Taketa	7,000	WED'DAY, 19th June, at Daylight.
	HIRANO MARU Capt. H. Frater	9,000	WED'DAY, 3rd July, at Daylight.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
	SANUKI MARU Capt. N. Toranaka	7,000	TUESDAY, 2nd July, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	BOMBAY MARU Capt.	5,000	MONDAY, 10th June.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 20th June.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. T. Sato	6,000	WED'DAY, 19th June.
NAGASAKI, KOBE & YOKOHAMA			
SHANGHAI and KOBE	TOTOMI MARU Capt. A. Mooker	4,000	MONDAY, 17th June.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

# NEW LINE OF STEAMERS

BETWEEN

## KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"KIRIN MARU," 4,000 tons, Capt. Deguchi, Saturday, 8th June.

"MIKE MARU," 4,000 tons, Capt. Yoshikawa, Saturday, 15th June.

# REDUCED SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$81 \$75 \$65 \$57

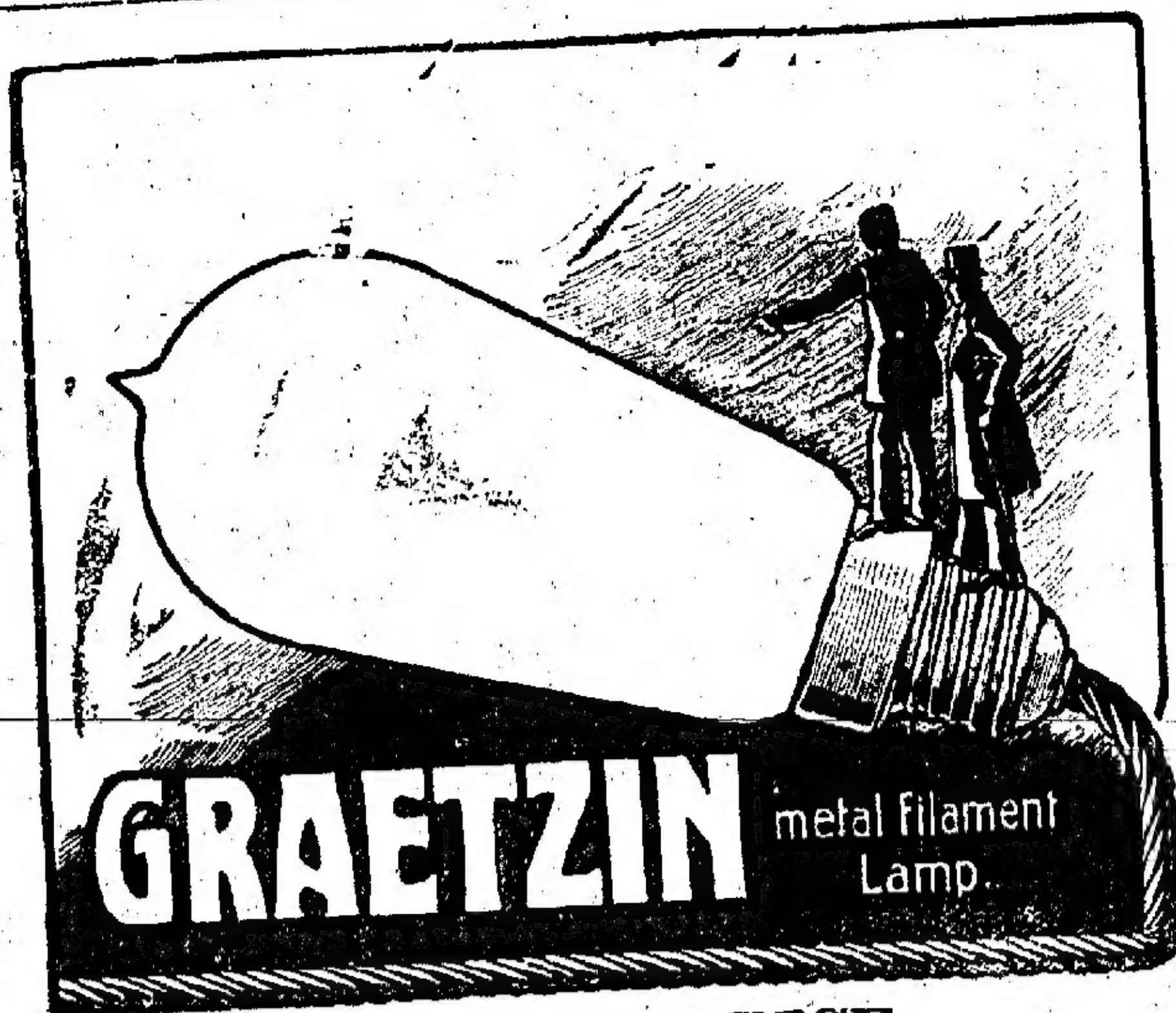
With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

[12-13-656]





**GRAETZIN** metal filament Lamp.

**REDUCED PRICE:**  
**75 cents**

for 16, 25, 32 and 50 CP.  
REBATES TO RETAILERS.

OBTAINABLE FROM—  
**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 31st May, 1912. [48-19]



**FELT-HATS**

of the **BERLIN GUBENER HUTFABRIK, GUBEN,**

had an enormous success last year and orders for the  
NEXT SEASON are booked NOW.

Apply to the General Agent for Hongkong and China:  
**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 31st May, 1912. [48-20]



OBTAINABLE FROM—  
**THE SINCERE CO., LTD.,**  
SUB-AGENT FOR HONGKONG.  
Hongkong, 31st May, 1912. [48-22]

#### POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible  
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present  
suspended:—Hupei and Hunan.

The Anhui, with the Siberian Mail, is due to arrive here to-day.

The Delta, with the Siberian Mail, is due to arrive here to-morrow.

The Korea, with the American Mail, is expected to arrive here on Monday, the 10th inst.,  
at daylight.

FOR	PER	DATE
<b>SHANGHAI AND NORTH CHINA</b> (EUROPE VIA SIBERIA)...	Araden ...	Thursday, 6th, 9.00 A.M.
Macao ...	Sui Tai ...	Thursday, 6th, 1.15 P.M.
Shanghai and North China (EUROPE VIA SIBERIA)...	Nausang ...	Thursday, 6th, 2.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand ...	Chinkua ...	Thursday, 6th, 3.00 P.M.
Swatow, Amoy and Foochow ...	Aldenham ...	Thursday, 6th, 3.00 P.M.
Hohow, Tientsin and Quinlon ...	Laorte ...	Thursday, 6th, 3.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand ...	Haiyang ...	Friday, 7th, 10.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Sakata, Cruz, Callao, Arica, Iquique, Valparaiso and Coronal ...	Carl Dieckrichsen ...	Friday, 7th, 10.00 A.M.
Japan and Yokohama ...	Nikko Maru ...	Friday, 7th, 11.00 A.M.
Macao ...	Hongkong Maru ...	Friday, 7th, 11.00 A.M.
Philippine Islands, Japan via Kobe, Victoria, Vancouver, Seattle, Tacoma and Portland Oregon ...	Mutra ...	Friday, 7th, 11.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, SOUTH AUSTRALIA, SOUTH AFRICA, (Late Letters 11.00 to Noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed to-morrow, at 5 P.M.	Sui Tai ...	Friday, 7th, 1.15 P.M.
Shanghai, North China and Japan via Kobe ...	Orterio ...	Friday, 7th, 3.00 P.M.
Philippine Islands ...		
Macao ...		
Shanghai and Chetoo ...		
Shanghai and North China ...		
Hohow, Peking, Tientsin and Quinlon ...		
Swatow and Amoy ...		
Swatow ...		
Swatow, Amoy and Formosa ...		
Straits, and India via Calcutta ...		
Philippine Islands ...		
Swatow, Amoy and Foochow ...		
Shanghai, North China and Japan via Kobe ...		
Japan via Moji and South America ...		
Straits, and India via Bombay ...		
Swatow, Amoy and Foochow ...		

#### COMMERCIAL.

##### CLOSING QUOTATIONS.

	June 5th.
<b>ON LONDON:</b>	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days' sight	2 1/2
Bank Bills, at 4 months' sight	2 1/2
Credite, at 4 months' sight	2 1/2
Documentary Bills 4 months' sight	2 1/2
<b>ON PARIS:</b>	
Bank Bills, on demand	252
Credite, at 4 months' sight	256 1/2
<b>ON GERMANY:</b>	
On demand	105
<b>ON NEW YORK:</b>	
Bank Bills, on demand	49 1/2
Credite, at 60 days' sight	49 1/2
<b>ON BOMBAY:</b>	
Telegraphic Transfer	149 1/2
Bank, on demand	149 1/2
<b>ON CALCUTTA:</b>	
Telegraphic Transfer	149 1/2
Bank, on demand	149 1/2
<b>ON SHANGHAI:</b>	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
On demand	98
<b>ON YOKOHAMA:</b>	
On demand	98 1/2
<b>ON MANILA:</b>	
On demand	85 1/2
<b>ON SINGAPORE:</b>	
On demand	120
<b>ON BATAVIA:</b>	
On demand	120
<b>ON HAIKONG:</b>	
On demand	120
<b>ON SAIGON:</b>	
On demand	120
<b>ON BAROKOK:</b>	
On demand	120
<b>ROYAL BANK'S BUYING RATE</b>	120
<b>GOLD LEAF, 100 fine, per tael</b>	81.80
<b>SILVER, per oz.</b>	28 1/2
<b>SUBSIDIARY COINS.</b>	
Chinese ... 20 cents piece	88 1/2 discount.
Chinese ... 10	88 1/2
Hongkong ... 20	88 1/2
Hongkong ... 10	88 1/2

##### MAILS VIA SIBERIA.

London	Shanghai
May 18th.	June 3rd.

#### SHARE LIST.—QUOTATIONS.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP.	CLOSING QUOTA-TIONS.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	125	all	(\$840, sales 11/10, \$84 10/-)
China Borneo Company, Limited	60,000	122	all	99 1/2, sellers
China Light and Power Company, Limited.	50,000	85	all	121.10, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	81	all	82.10, sellers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	71 1/2	all	71.85
Hongkong Cotton Spinning Co., Ltd.	125,000	110	all	85
Dairy Farm Company, Limited	40,000	7 1/2	all	82
<b>DOCK AND WHARVES.</b>				
Hongkong & Kwai-Loon Wharf & C. Co., Ltd.	60,000	150	all	161, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	150	all	148, sellers
New Amoy Dock Co., Limited	10,000	100	all	110
Shanghai Dock and Engineering Co., Ltd.	35,000	110	all	110
Shanghai and Hongkong Wharf Co., Ltd.	400,000	110	all	110
Green Island Cement Co., Limited	60,000	110	all	110
Hongkong Electric Co., Limited	12,000	110	all	110
Hongkong Hotel Company, Limited	8,000	110	all	110
Manila Metropolitan Hotel Limited	15,000	110	all	110
Hongkong Ice Company, Limited	50,000	110	all	110
Hongkong Rope Manufacturing Co., Limited	60,000	110	all	110
Hongkong South China Steam Fisheries Co., Ltd.	15,000	110	all	110
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	110	all	110
China Fire Insurance Co., Limited	20,000	110	all	110
China Traders Insurance Co., Limited	24,000	110	all	110
Hongkong Fire Insurance Co., Limited	8,000	110	all	110
North-China Insurance Co., Limited	10,000	110	all	110
Union Insurance Society, Limited	12,000	110	all	110
Yonghe Insurance Association, Limited	12,000	110	all	110
<b>LAND AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	110	all	110
Humphreys' Estate and Finance Co., Ltd.	150,000	110	all	110
Kowloon Land and Building Co., Ltd.	10,000	110	all	110
Shanghai Land Investment Co., Limited	12,500	110	all	110
West Point Building Co., Limited	25,000	110	all	110
Masthead Building Co., Limited	25,000	110	all	110
Landow exploitation in Langkat				
<b>MIND.</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	110	all	110
Dragon Mines, Limited	150,000	110	all	110
Heavood Tin and Rubber Estate, Ltd.	715,280	110	all	110
Reub Australian Gold Mining Co., Ltd.	200,000	110	all	110
Peak Tramways Co., Limited	50,000	110	all	110
Philippine Co., Limited	75,000	110	all	110
<b>RAFFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	110	all	110
Lucas Sugar Refining Co., Limited	7,000	110	all	110
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	110	all	110
Douglas Steamship Co., Limited	20,000	110	all	110
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	110	all	110
Indo-China Steam Navigation Co., Ltd.	60,000	110	all	110
Shell Transport & Trading Co., Limited	2,500,000	110	all	110
Star Ferry Company, Limited	10,000	110	all	110
South China Morning Post, Limited	10,000	110	all	110
Steam Laundry Company, Limited	20,000	110	all	110
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	110	all	110
Wm. Powell, Limited	15,000	110	all	110
Watkins, Limited	10,000	110	all	110
A. S. Watson & Co., Limited	90,000	110	all	110
Weissmann, Limited	50,000	110	all	110
Gande Price & Co., Ltd.	50,000	110	all	110
Societe des Epaves et Remorques du Tonkin	13,200	110	all	110
Hongkong Steel Foundry Co., Ltd.	15,000	110	all	110
United Asbestos Oriental Agency, Limited	9,900	110	all	110
Union Waterboat Co., Limited	100 shares	110	all	110
<b>RUBBER.</b>				
Para Rubber in London				47 per lb., done & sellers
<b>LOANS.</b>				
Chinese Imperial 1896	Tls. 767,200	250	7 1/2 p. annum	Par
<b>FORTHCOMING EVENTS.</b>				
Saturday, 8th June—				
9 P.M.—R. G. Knowles at the Theatre Royal.				
Sunday, 23rd June—				
Prince of Wales' Birthday (1894).				
<b>FOR EUROPE AND AMERICA.</b>				
INDIA, AUSTRALIA, &c.,				
and for				
PRIVATE RESIDENTS AT THE OUTPOSTS.				
A Comprehensive and Complete Record				
<b>NEWS OF THE FAR EAST</b>				
is given in the				
<b>HONGKONG WEEKLY PRESS,</b>				
with which is incorporated				
THE CHINA OVERLAND TRADE REPORT				
Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.				
<b>OPTION.</b>				
Quotations are—				May 23th
Malwa No.	43,050/3,075 per picul.			
Malwa Old	33,090/3,100			
Malwa Older	33,125/3,150			
Malwa V. Old	33,175/3,200			
Persian fine quality	31,500			
Persian extra fine	32,750			
Patna New	33,450			
Patna Old	33,300			
Bismar New	33,375			
Bismar Old	33,250			
<b>ON SALE.</b>				
<b>HONGKONG HANSARD REPORTS</b>				
of the MEETINGS of the				
LEGISLATIVE COUNCIL for the				
Session 1911.				
REVISED BY THE MEMBERS.				
PRICE — — — — — \$5.				
DAILY PRESS OFFICE.				
Hongkong, 6th March 1912.				

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EVAPORATED CREAM.

ON SALE AT ALL STORES.



This Whisky is known and appreciated everywhere for its Purity,  
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